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ANNUAL REPORT

OF THE

State Engineer and Surveyor

OF THE

STATE OF NEW YORK,

AND OF THE

TABULATIONS AND DEDUCTIONS

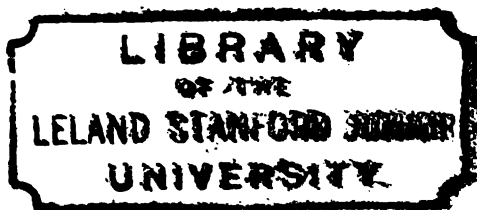
FROM THE

REPORTS OF THE RAILROAD CORPORATIONS,

For the Year Ending Sept. 30, 1878.



ALBANY, N. Y.:  
CHARLES VAN BENTHUYSEN & SONS,  
1879.



A. 423

STATE OF NEW YORK.

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No. 80.

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IN ASSEMBLY,

MARCH 3, 1879.

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ANNUAL REPORT

OF THE

STATE ENGINEER AND SURVEYOR ON THE RAIL-  
ROADS OF THE STATE.

OFFICE OF THE STATE ENGINEER AND SURVEYOR, }  
ALBANY, February 28, 1879. }

HON. THOMAS G. ALVORD,

*Speaker of the Assembly:*

SIR — I have the honor to transmit herewith to the Legislature my Annual Report on the Railroads of this State, for the year ending September 30, 1878, as prepared by my deputy, Edward D. Smalley.

Very respectfully,

HORATIO SEYMOUR, JR.,

*State Engineer and Surveyor.*

STATE OF NEW YORK :

IN ASSEMBLY,

ALBANY, *April 30, 1879.*

*Resolved* (if the Senate concur), That there be printed and bound in cloth, 2,400 copies of the Report of the State Engineer and Surveyor on Railroads, for the year ending September 1878, to be distributed by that officer according to law ; a copy of said report for each senator and member of the Legislature ; also, one copy of said report to each official reporter of the present Legislature, the whole expense thereof to be refunded to the treasury of the State by an equitable assessment by the Comptroller upon the several railroad companies of the State, the price of printing the same to be agreed upon by the State Engineer and Surveyor, the Comptroller, and the legislative printer.

By order.

EDW. M. JOHNSON,

*Clerk*

IN SENATE,

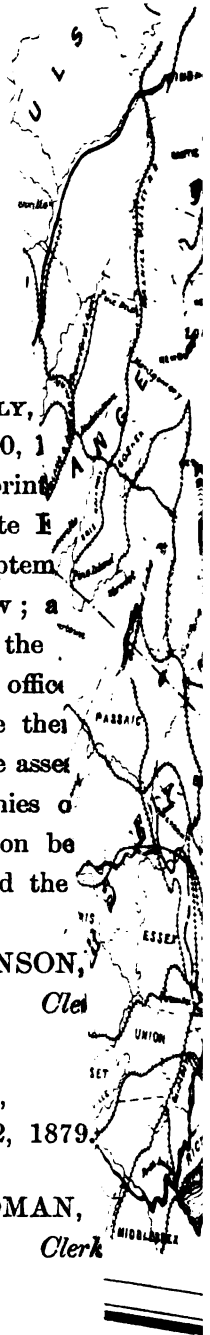
*May 2, 1879.*

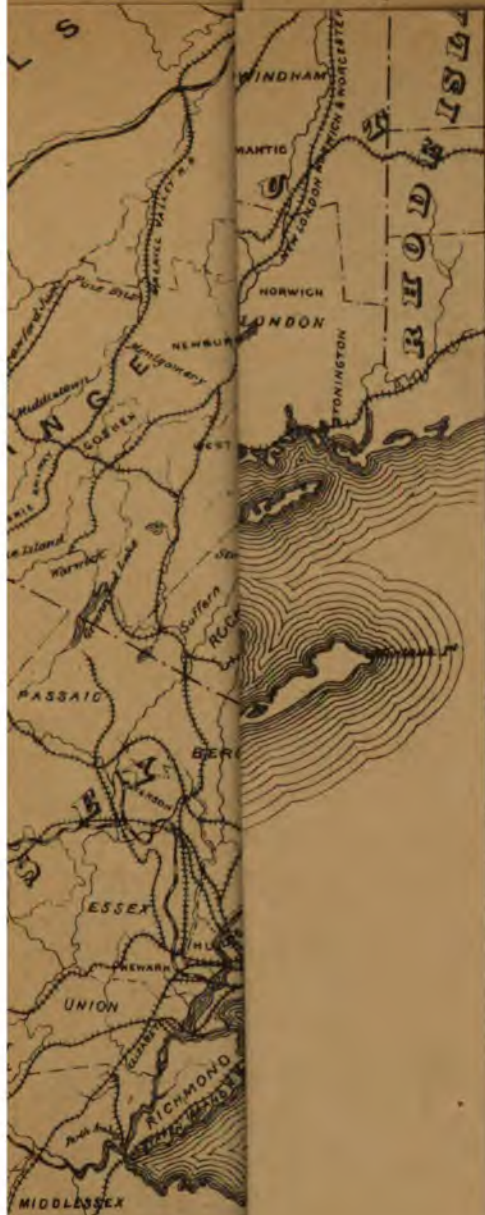
Concurred in.

By order.

J. W. VROOMAN,

*Clerk*





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Tabulated results compiled from the reports of city companies, comprised in Tables A, B, C, D, E, F, G, and H.

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Comparative statements of certain items taken from the abstracts of the reports of steam roads for 1877-1878.

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Reports of the railroad companies for the year ending September 30, 1878.

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General railroad act, and laws amending the same, and other general laws relating to the railroads of the State.

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# REPORT.

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Office of the State Engineer and Surveyor, }  
ALBANY, February 28, 1879. }

*To the Honorable the Legislature of the State of New York :*

In compliance with the requirements of act chapter 140, Laws of 1850, I herewith respectfully submit the Annual Report on Railroads for the year ending September 30, 1878, as prepared by my deputy, E. D. Smalley.

Several changes have been made in compiling the reports received from the railroad companies, and in arranging the tables. A full list of all the railroad corporations formed under the laws of this State up to the 30th of September, 1878, has been prepared, showing the location of the roads, their reorganization, consolidation, and present condition. The last information of this kind was published in 1861. The list of companies required to report to this department has been carefully revised. All companies which have continued to report after their corporate powers had ceased, from failure to comply with the laws, have been excluded, and several corporations which are now in existence, and which have not reported for some years, have been replaced upon the list. One company whose road has been in operation the past twenty-eight years has reported this year for the first time. The tables of deductions from the reports of sixteen representative roads, showing the several elements of the cost of running freight trains, etc., have been omitted, and a column has been added to table A, containing the date of charter of each company. The mileage table has been rearranged so as to give the termini of the roads, and an abstract table of the number of miles, cost of road, earnings, receipts, and expenses of the roads and portions of roads entirely within this State, has also been added. The receipts, as required by law, have been tabulated, for the first time, this year. The reports of several steam roads that have heretofore been classed as horse roads, and horse roads classed as steam roads, have been transferred to their proper place. This will make some

important changes in the tables, in the items of the length, etc., of the two classes of roads.

#### FORM FOR ANNUAL REPORT.

The several items which the steam railroad companies are required to report to this department, are the same which were originally adopted at the passage of the general railroad act, April 2, 1850, and when railroads were in a measure in their infancy. It is somewhat difficult for the larger corporations to report in a satisfactory manner without qualifying some of said items. Item 57, "For depreciation of way," is not reported by any company. Some other items of more importance are likewise omitted. I do not think a complete revision of the general railroad act advisable, unless a uniform and simple form should be adopted by all the States. The forms used in several of the States are quite complicated, and are not alike. The only improvement I can now recommend is the addition of a balance-sheet to the present form of reports. No corporation in good standing would object to this, and it would show the condition of the companies in a far more satisfactory manner than by a multitude of additional statistics.

#### RAILROAD CORPORATIONS.

During the past year twenty-six companies have been formed under the general railroad act. They are as follows :

Addison, Osceola and Cowanesque Valley.

Brooklyn, Coney Island and Rockaway.

Buffalo and Southwestern.

Buffalo, Syracuse and Albany.

Canal.

Cayuga Southern.

Central Saratoga.

City (Poughkeepsie).

Coney Island and Rockaway.

Forty-second Street, Manhattanville and St. Nicholas Avenue.

Geneva and Lyons.

Kings County.

Marine.

Middle Central.

New England, New York and Pennsylvania.

New York, Brooklyn and Sea Beach.

New York City and Northern.

New York, Lake Erie and Western.  
 New York, Sea Beach and Coney Island.  
 Olean, Bradford and Warren.  
 Prospect Park and Clarkson Street.  
 Rochester and Irondequoit.  
 Rockaway Elevated.  
 Springville and Sardinia.  
 Utica, Ithaca and Elmira Railway.  
 Westchester County.

The name of the Gilbert Elevated has also been changed, by order of the Supreme Court, to the Metropolitan Elevated.

There have been 876 railroad corporations organized under the laws of this State, many of which have become extinct from failure to construct their road according to law ; others have consolidated, and others reorganized under new names ; 275 now remain in existence. In addition to these, the Delaware and Hudson Canal Company, of Pennsylvania, the New Jersey and New York Railroad Company, and the Northern, of New Jersey, corporations formed under the laws of New Jersey ; and the New York, New Haven and Hartford Railroad Company, formed under the laws of Connecticut, and owning roads under the authority of the laws of this State, are required to report to this office.

The following companies, incorporated under the laws of other States, and leasing and operating roads in this State, also report :

Delaware, Lackawanna and Western.  
 Fall Brook Coal Company.  
 Harlem Extension South Coal Transportation Company.  
 New Jersey Midland.  
 Northern Central.  
 Pennsylvania and New York Canal and Railway Company.  
 Tioga.

The total number of companies reporting is 286.

The following is a list of the railroad companies formed under the laws of this State from which, by law, annual reports were required, with the time they were received :

<i>Steam Roads.</i>	
Name of Company.	Report filed.
Adirondack.....	Jan. 7, 1879
Addison, Osceola and Cowanesque Valley.....	Nov. 30, 1878
Albany and Susquehanna (lessor).....	Nov. 27, 1878



## STATE ENGINEER AND SURVEYOR'S

Name of Company.	Report filed.
Albany and Susquehanna (lessee) .....	Nov. 27, 1878
Albany and Vermont .....	Oct. 30, 1878
Atlantic and Great Western .....	Dec. 2, 1878
Atlantic and Great Western (receiver) .....	Nov. 30, 1878
Avon, Genesee and Mount Morris .....	Oct. 25, 1878
Bath and Hammondsport .....	Dec. 12, 1878
Black River and Morristown .....	Dec. 23, 1878
Black River and St. Lawrence .....	Dec. 14, 1878
Boston and Albany .....	Nov. 6, 1878
Boston, Albany and Schenectady .....	Dec. 6, 1878
Boston, Hoosac Tunnel and Albany .....	Dec. 6, 1878
Boston, Hoosac Tunnel and Western .....	Dec. 9, 1878
Boston, New York and Chicago .....	Dec. 5, 1878
Brooklyn and Coney Island Central .....	Nov. 25, 1878
Brooklyn, Coney Island and Rockaway (letter) .....	No report.
Brooklyn Elevated Silent Safety .....	Nov. 30, 1878
Brooklyn, Flatbush and Coney Island .....	Nov. 28, 1878
Brooklyn and Rockaway Beach .....	Jan. 13, 1879
Buffalo City .....	Oct. 19, 1878
Buffalo Creek .....	Nov. 27, 1878
Buffalo Creek Extension .....	Abandoned.
Buffalo Crosstown .....	Abandoned.
Buffalo Erie Basin .....	Nov. 29, 1878
Buffalo, New York and Erie .....	Dec. 2, 1878
Buffalo, New York and Philadelphia .....	Dec. 5, 1878
Buffalo Niagara Slip .....	Dec. 16, 1878
Buffalo and Southwestern .....	Dec. 14, 1878
Buffalo, Syracuse and Albany .....	Dec. 14, 1878
Canal .....	Oct. 14, 1878
Canandaigua, Palmyra and Ontario .....	Oct. 5, 1878
Carthage, Watertown and Sackett's Harbor .....	Nov. 16, 1878
Cayuga Southern .....	Nov. 28, 1878
Cayuga and Susquehanna .....	Nov. 23, 1878
Cazenovia, Canastota and De Ruyter .....	Nov. 20, 1878
Central Saratoga .....	Dec. 21, 1878
Charlotte Lake View .....	Dec. 16, 1878
Chautauqua Lake .....	Nov. 26, 1878
Chemung (lessor) .....	Nov. 20, 1878
Chemung (lessee) .....	Nov. 20, 1878
Cherry Valley, Sharon and Albany .....	Nov. 15, 1878

Name of Company.	Report filed.
Clayton and Theresa .....	Nov. 25, 1878
Clove Branch .....	Dec. 9, 1878
Coney Island Beach .....	Dec. 10, 1878
Coney Island High and Low Water Mark .....	Nov. 29, 1878
Coney Island and Rockaway .....	Nov. 29, 1878
Coney Island Surf .....	Nov. 19, 1878
Cooperstown and Susquehanna Valley .....	Nov. 12, 1878
Corning, Cowanesque and Antrim (lessor) .....	Nov. 19, 1878
Corning, Cowanesque and Antrim (lessee) .....	Nov. 19, 1878
Delhi and Middletown .....	Dec. 2, 1878
Dunkirk, Allegany Valley and Pittsburgh .....	Nov. 29, 1878
Elmira, Jefferson and Canandaigua (lessor) .....	Nov. 20, 1878
Elmira, Jefferson and Canandaigua (lessee) .....	Nov. 20, 1878
Elmira State Line (lessor) .....	Nov. 20, 1878
Elmira State Line (lessee) .....	Nov. 20, 1878
Elmira and Williamsport (lessor) .....	Nov. 8, 1878
Elmira and Williamsport (lessee) .....	Nov. 20, 1878
Erie .....	Dec. 16, 1878
Erie International .....	Dec. 16, 1878
Erie and Genesee Valley .....	Dec. 9, 1878
Fishkill and Newburgh .....	Dec. 3, 1878
Flushing, North Shore and Central .....	Dec. 31, 1878
Fonda, Johnstown and Gloversville .....	Nov. 26, 1878
Garnerville .....	Nov. 14, 1878
Geneva, Hornellsville and Pine Creek .....	Oct. 7, 1878
Geneva, Ithaca and Sayre .....	Nov. 26, 1878
Geneva and Lyons .....	Dec. 21, 1878
Glendale and East River .....	Dec. 2, 1878
Glen's Falls .....	Nov. 28, 1878
Gloversville and Northville .....	Nov. 26, 1878
Goshen and Deckertown .....	Nov. 4, 1878
Greene .....	Nov. 22, 1878
Greenwich and Johnsonville .....	Nov. 27, 1878
Harlem River and Port Chester .....	Nov. 11, 1878
Hudson Suspension Bridge and New England .....	Jan. 15, 1879
Ithaca, Auburn and Western .....	Nov. 14, 1878
Jersey City and Albany (lessor) .....	Nov. 27, 1878
Jersey City and Albany (lessee, letter) .....	No report.
Junction .....	Dec. 21, 1878
Kingsbridge and Yonkers .....	Nov. 16, 1878

Name of Company.	Report filed.
Kings County .....	Nov. 29, 1878
Kings County Central .....	Jan. 13, 1879
Lake Champlain and Moriah .....	Nov. 20, 1878
Lake Shore and Michigan Southern .....	Dec. 3, 1878
Lawrenceville and Erie .....	Dec. 20, 1878
Lockport and Buffalo .....	Nov. 30, 1878
Long Island .....	Dec. 31, 1878
Manhattan .....	Nov. 30, 1878
Marginal .....	Dec. 23, 1878
Marine .....	Dec. 2, 1878
Metropolitan Elevated .....	Dec. 6, 1878
Metropolitan Transit .....	Jan. 7, 1879
Middle Central .....	Oct. 13, 1878
Middleburgh and Schoharie .....	Nov. 26, 1878
Middletown and Crawford .....	Dec. 4, 1878
Middletown, Unionville and Water Gap (lessor) .....	Dec. 11, 1878
Middletown, Unionville and Water Gap (lessee) .....	No report.
Midwout. Amersport and Coney Island .....	Dec. 18, 1878
Monroe and Greenwood Lake .....	Nov. 20, 1878
Montgomery and Erie .....	Oct. 14, 1878
Nanuet and New City .....	Dec. 3, 1878
Newburgh, Dutchess and Connecticut .....	Dec. 7, 1878
Newburgh and New York .....	No report.
New England, New York and Pennsylvania .....	Jan. 18, 1879
Newtown and Flushing .....	No report.
New York and Albany .....	Nov. 25, 1878
New York, Bay Ridge and Jamaica .....	Dec. 2, 1878
New York, Brooklyn and Sea Shore .....	Dec. 2, 1878
New York and Canada (lessor) .....	Nov. 27, 1878
New York and Canada (lessee) .....	Nov. 27, 1878
New York Central and Hudson River .....	Dec. 21, 1878
New York Central Niagara River .....	Nov. 16, 1878
New York City and Northern .....	Nov. 30, 1878
New York Elevated .....	Nov. 28, 1878
New York and Harlem (lessee; see Horse Roads) .....	Dec. 21, 1878
New York, Housatonic and Northern (letter) .....	Nov. 18, 1878
New York, Lake Erie and Western .....	Dec. 16, 1878
New York and Mahopac .....	Nov. 22, 1878
New York and Manhattan Beach .....	Dec. 2, 1878
New York and New England (letter) .....	No report.

Name of Company.	Report filed.
New York and Oswego Midland .....	Nov. 27, 1878
New York Quick Transit.....	Nov. 11, 1878
New York and Sea Beach.....	Nov. 21, 1878
New York, Sea Beach and Coney Island.....	No report.
New York and South Side.....	No report.
New York and Rockaway.....	No report.
New York and Rockaway Beach.....	Abandoned.
New York Underground Railway Extension .....	Nov. 6, 1878
New York, Westchester and Boston (receiver).....	Dec. 17, 1878
New York, Westchester and Putnam (letter).....	No report.
New York, West Shore and Chicago.....	Dec. 19, 1878
New York, Woodhaven and Rockaway.....	Dec. 4, 1878
Niagara Bridge and Canandaigua.....	Jan. 17, 1879
Niagara Falls Branch.....	Nov. 18, 1878
Nyack and Northern .....	Nov. 29, 1878
Ocean Palace Elevated.....	Dec. 6, 1878
Ogdensburgh and Lake Champlain.....	Nov. 20, 1878
Ogdensburgh and Morristown.....	Nov. 29, 1878
Olean, Bradford and Warren.....	Dec. 6, 1878
Ontario Southern.....	Nov. 26, 1878
Orange County.....	Abandoned.
Oswego and Rome.....	Nov. 16, 1878
Oswego and Syracuse.....	Nov. 22, 1878
Pennsylvania Erie Coal and Railway.....	No report.
Penn Yan and Geneva.....	No report.
Penn Yan and New York .....	Dec. 13, 1878
Port Jervis and Monticello.....	Dec. 5, 1878
Poughkeepsie, Hartford and Boston.....	Nov. 22, 1878
Rensselaer and Saratoga (lessor).....	Nov. 28, 1878
Rensselaer and Saratoga (lessee).....	Nov. 27, 1878
Rhinebeck and Connecticut.....	Nov. 26, 1878
Rochester and Genesee Valley.....	Dec. 3, 1878
Rochester, Nunda and Pittsburgh.....	Nov. 15, 1878
Rochester and State Line .....	Jan. 14, 1879
Rockaway Elevated.....	Dec. 6, 1878
Rome and Clinton .....	Nov. 26, 1878
Rome, Watertown and Ogdensburgh.....	Nov. 22, 1878
Rye Lake .....	Nov. 30, 1878
Saratoga and Schenectady.....	Nov. 28, 1878
Schenectady and Duaneburgh .....	Nov. 27, 1878

Name of Company.	Report filed.
Schoharie Valley .....	Nov. 30, 1878
Sedge Bank .....	Abandoned.
Sheepshead Bay and Coney Island.....	Dec. 5, 1878
Silver Lake.....	Nov. 30, 1878
Skaneateles .....	Dec. 19, 1878
Smithtown and Port Jefferson .....	Nov. 18, 1878
Southern Central .....	Nov. 27, 1878
Southern Hempstead Branch.....	Jan. 17, 1879
Southern of Long Island.....	Jan. 20, 1879
Southfield Branch .....	Dec. 2, 1878
Springville and Sardinia .....	Dec. 17, 1878
Spuyten Duyvil and Port Morris.....	Nov. 22, 1878
Staten Island .....	Dec. 5, 1878
Sterling Mountain .....	Dec. 2, 1878
Suspension Bridge and Erie Junction.....	Dec. 16, 1878
Syracuse, Binghamton and New York.....	Nov. 22, 1878
Syracuse, Chenango and New York.....	Nov. 15, 1878
Syracuse, Geneva and Corning (lessor).....	Nov. 19, 1878
Syracuse, Geneva and Corning (lessee).....	Nov. 19, 1878
Syracuse Junction .....	Nov. 9, 1878
Syracuse, Phoenix and Oswego.....	Dec. 21, 1878
Tioga and Savonia.....	No report.
Troy and Bennington.....	Nov. 15, 1878
Troy and Boston .....	Jan. 16, 1879
Troy and Greenbush .....	Oct. 21, 1878
Troy Union .....	Jan. 16, 1879
Ulster and Delaware .....	Nov. 30, 1878
Union .....	Feb. 10, 1879
Utica and Black River.....	Nov. 29, 1878
Utica, Chenango and Cortland .....	Nov. 9, 1878
Utica, Chenango and Susquehanna Valley.....	Nov. 22, 1878
Utica, Clinton and Binghamton .....	Nov. 28, 1878
Utica and Fair Ground.....	Abandoned.
Utica and Ilion Narrow Gauge.....	Abandoned.
Utica, Ithaca and Elmira Railway .....	Dec. 2, 1878
Valley .....	Nov. 22, 1878
Wallkill Valley .....	Nov. 26, 1878
Warwick Valley.....	Dec. 3, 1878
Waverly and State Line (lessor) .....	Nov. 28, 1878
Waverly and State Line (lessee).....	No report.

## RAILROAD REPORT.

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Name of Company.	Report filed.
Westchester County .....	No report.
West Shore Hudson River .....	No report.
West Troy and Green Island .....	Nov. 28, 1878

*Street or Horse Roads.*

Albany .....	Nov. 18, 1878
Amsterdam .....	Dec. 5, 1878
Astoria and Hunter's Point (lessor) .....	Dec. 12, 1878
Astoria and Hunter's Point (lessee) .....	Dec. 3, 1878
Atlantic Avenue .....	Dec. 2, 1878
Auburn and Owasco Lake .....	Nov. 28, 1878
Babylon .....	Dec. 2, 1878
Bleecker Street and Fulton Ferry .....	Jan. 23, 1879
Broadway (Brooklyn) .....	Nov. 26, 1878
Broadway and Seventh Avenue .....	Nov. 29, 1878
Brooklyn City .....	Nov. 15, 1878
Brooklyn City and Newtown .....	Dec. 9, 1878
Brooklyn and Coney Island .....	Abandoned.
Brooklyn Crosstown .....	Nov. 20, 1878
Brooklyn, Winfield and Newtown .....	Jan. 17, 1879
Buffalo East Side Street .....	Dec. 3, 1878
Buffalo Street .....	Dec. 3, 1878
Bushwick .....	Nov. 15, 1878
Carnarsie and Flatbush .....	No report.
Central City (Syracuse) .....	Oct. 21, 1878
Central Crosstown .....	Dec. 14, 1878
Central Park, North and East River .....	Nov. 14, 1878
Chambers Street .....	Abandoned.
Christopher and Tenth Street .....	Dec. 14, 1878
City (Poughkeepsie) .....	Nov. 19, 1878
Coney Island and Brooklyn .....	Nov. 28, 1878
Dry Dock, East Broadway and Battery .....	Nov. 18, 1878
Dunkirk and Fredonia (lessor) .....	Nov. 19, 1878
Dunkirk and Fredonia (lessee) .....	Nov. 19, 1878
East Brooklyn Railroad .....	Abandoned.
East Genesee Street and Seward Avenue .....	Nov. 28, 1878
Eighth Avenue .....	Nov. 28, 1878
Elmira and Horseheads .....	Oct. 14, 1878
Fifth Ward .....	Oct. 25, 1878
Fonda and Fultonville .....	Nov. 14, 1878
Forty-second Street Crosstown .....	Nov. 7, 1878



Name of Company.	Report filed.
Forty-second Street and Grand Street Ferry .....	Dec. 9, 1878
Forty-second Street, Manhattanville and St. Nicholas Avenue .....	Dec. 30, 1878
Frankfort and Ilion .....	Dec. 2, 1878
Genesee and Water Street .....	Nov. 11, 1878
Gloversville and Kingsboro .....	Nov. 30, 1878
Grand Street and Newtown .....	Nov. 13, 1878
Grand Street, Prospect Park and Flatbush .....	Nov. 28, 1878
Greenpoint, Prospect Park and Greenwood .....	Oct. 19, 1878
Harlem Bridge, Morrisania and Fordham .....	Nov. 27, 1878
Herkimer and Mohawk .....	Nov. 16, 1878
Houston, West Street and Pavonia Ferry .....	Nov. 26, 1878
Ilion Street .....	Abandoned.
Jamaica, Woodhaven and Brooklyn .....	Oct. 8, 1878
Jerome Park Branch .....	Nov. 1, 1878
Johnstown, Gloversville and Kingsboro (lessor) ....	Oct. 12, 1878
Johnstown, Gloversville and Kingsboro (lessee) ....	Oct. 21, 1878
Kingston and Roundout .....	Oct. 14, 1878
Long Island City and Calvary Cemetery .....	Nov. 29, 1878
Long Island City Shore .....	Nov. 28, 1878
Mohawk and Ilion .....	Dec. 2, 1878
New Brighton and Onondaga Valley .....	Dec. 10, 1878
New York, Brooklyn and Sea Beach .....	Jan. 11, 1879
New Williamsburgh and Flatbush .....	Nov. 21, 1878
Ninth Avenue .....	Nov. 28, 1878
North Second Street and Middle Village .....	Nov. 30, 1878
One Hundred and Twenty-fifth Street .....	Nov. 18, 1878
Prospect Park and Clarkson street .....	Jan. 11, 1879
Prospect Park and Coney Island .....	Dec. 5, 1878
Prospect Park and Flatbush .....	Nov. 27, 1878
Rochester City and Brighton .....	Nov. 20, 1878
Rochester and Irondequoit .....	Feb. 3, 1879
Second Avenue .....	Dec. 3, 1878
Sixth Avenue .....	Dec. 2, 1878
South Brooklyn Central .....	Dec. 3, 1878
South Ferry .....	Nov. 30, 1878
South Ferry and Prospect Park .....	Abandoned.
Staten Island Shore .....	Nov. 30, 1878
Syracuse and Geddes .....	Nov. 20, 1878
Syracuse and Onondaga .....	Nov. 28, 1878

Name of Company.	Report filed.
Third Avenue .....	Nov. 27, 1878
Troy and Albia .....	Nov. 13, 1878
Troy and Cohoes .....	Nov. 7, 1878
Troy and Lansingburgh .....	Nov. 7, 1878
Twenty-third Street .....	Dec. 13, 1878
Utica and Mohawk .....	Oct. 10, 1878
Van Brunt Street and Erie Basin .....	Dec. 18, 1878
West End and Glenwood .....	Nov. 16, 1878
Washington Street and State Asylum .....	Nov. 30, 1878
Watervliet Turnpike and Railroad .....	Nov. 25, 1878

Also the

Delaware and Hudson Canal Company (Lackawanna and Susquehanna) .....	Nov. 27, 1878
New Jersey and New York Railroad .....	Dec. 3, 1878
New York, New Haven and Hartford Railroad .....	Nov. 14, 1878
Northern of New Jersey .....	Nov. 29, 1878

The total number of companies required to report is 279.

The report of that part of the New York and Harlem, operated as a horse road, was filed Dec. 21st, and of the Utica, Clinton and Binghamton, Nov. 28.

Reports have also been received from C. S. Gunther, owner of a road formerly the property of the Brooklyn, Bath and Coney Island Railroad Company—foreclosed, and sold in 1868—and since operated by the owner; also from the Allegheny Valley Railroad Company, that for a portion of the year operated the Buffalo, Corry and Pittsburgh Railroad property, now owned by William E. Lewis, and operated by him, under the name of Chautauqua Lake Railroad; also from the Harlem Extension Railroad South Coal Transportation Company, a Vermont corporation, that is operating the Harlem Extension Division of the New York, Boston and Montreal Railroad, which was foreclosed, and is now the property of the bondholders. The owners of the above roads have expressed their intention to form new companies, and the reports have, therefore, been included in the tables.

The first railroad company formed under the laws of this State was the Mohawk and Hudson, from Albany to Schenectady, and now part of the New York Central and Hudson River Railroad. This company was incorporated by chap. 253, laws of 1826. But the

oldest company now operating railroads in this State is the Delaware and Hudson Canal Company. This company was incorporated by chap. 238, laws of 1823, for the purpose of constructing and maintaining canal and slack water navigation between the Hudson and Delaware rivers. They now own, lease, and operate 491.34 miles of road in this State, besides several lines in Pennsylvania.

The longest line of road in this State belongs to the New York Central and Hudson River Railroad Company, and the shortest road is the Buffalo Erie Basin Railroad.

### REPORTS.

On the first of October, blank forms for the annual report were sent to the different companies, with a circular letter urging them to report as soon as possible. On the twenty-fifth of October, a number of imperfect returns having been received, a circular was issued to all companies requesting full reports, and on the first of November another circular was sent to all companies which had not then reported, urging a report by December 1st. Yet there were 110 companies which failed to report at the time required by law, and thereby rendered themselves liable to a penalty of \$250 for failure to report, and \$25 per day until report was received. The companies which failed to report promptly are as follows:

### STEAM ROADS.

	Date of receiving reports.
Adirondack .....	Jan. 7, 1879
Bath and Hammondsport .....	Dec. 12, 1878
Black River and Morristown .....	Dec. 23, 1878
Black River and St. Lawrence .....	Dec. 14, 1878
Boston, Albany and Schenectady .....	Dec. 6, 1878
Boston, Hoosac Tunnel and Albany .....	Dec. 6, 1878
Boston, Hoosac Tunnel and Western .....	Dec. 9, 1878
Boston, New York and Chicago .....	Dec. 5, 1878
Brooklyn, Coney Island and Rockaway .....	No report.
Brooklyn and Rockaway Beach .....	Jan. 13, 1879
Buffalo Creek Extension .....	No report.
Buffalo Crosstown .....	No report.
Buffalo, New York and Philadelphia .....	Dec. 5, 1878
Buffalo and Niagara Slip .....	Dec. 16, 1878
Buffalo and Southwestern .....	Dec. 14, 1878
Buffalo, Syracuse and Albany .....	Dec. 14, 1878

	Date of receiving reports.
Central Saratoga .....	Dec. 21, 1878
Charlotte Lake View .....	Dec. 16, 1878
Clove Branch .....	Dec. 9, 1878
Coney Island Beach .....	Dec. 10, 1878
Erie International .....	Dec. 16, 1878
Erie and Genesee Valley .....	Dec. 9, 1878
Fishkill and Newburgh .....	Dec. 3, 1878
Flushing, North Shore and Central .....	Dec. 31, 1878
Geneva and Lyons .....	Dec. 21, 1878
Hudson, Suspension Bridge and New England .....	Jan. 15, 1879
Junction .....	Dec. 21, 1878
Kings County Central .....	Jan. 13, 1879
Lake Shore and Michigan Southern .....	Dec. 3, 1878
Lawrenceville and Erie .....	Dec. 20, 1878
Long Island .....	Dec. 31, 1878
Marginal .....	Dec. 23, 1878
Metropolitan Elevated .....	Dec. 6, 1878
Metropolitan Transit .....	Jan. 7, 1879
Middletown and Crawford .....	Dec. 4, 1878
Middletown, Unionville and Water Gap (lessor) .....	Dec. 11, 1878
Midwout, Amersport and Coney Island .....	Dec. 18, 1878
Nanuet and New City .....	Dec. 3, 1878
Newburgh, Dutchess and Connecticut .....	Dec. 7, 1878
Newburgh and New York .....	No report.
New England, New York and Pennsylvania .....	Jan. 18, 1879
Newtown and Flushing .....	No report.
New York Central and Hudson River .....	Dec. 21, 1878
New York and Harlem (see Horse Roads) .....	Dec. 21, 1878
New York, Lake Erie and Western (also Erie) .....	Dec. 16, 1878
New York and New England .....	No report.
New York and Rockaway .....	No report.
New York and Rockaway Beach .....	No report.
New York, Sea Beach and Coney Island .....	No report.
New York and South Side .....	No report.
New York, Westchester and Boston (Receiver) .....	Dec. 17, 1878
New York, Westchester and Putnam .....	No report.
New York, West Shore and Chicago .....	Dec. 19, 1878
New York, Woodhaven and Rockaway .....	Dec. 4, 1878
Niagara Bridge and Canandaigua .....	Jan. 17, 1879

	Date of receiving reports.
Ocean Palace Elevated .....	Dec. 6, 1878
Olean, Bradford and Warren .....	Dec. 6, 1878
Orange County .....	No report.
Pennsylvania Erie Coal and Railway .....	No report.
Penn Yan and Geneva .....	No report.
Penn Yan and New York .....	Dec. 13, 1878
Port Jervis and Monticello .....	Dec. 5, 1878
Rochester and Genesee Valley .....	Dec. 3, 1878
Rochester and State Line .....	Jan. 14, 1879
Rockaway Elevated .....	Dec. 6, 1878
Sedge Bank .....	No report.
Sheepshead Bay and Coney Island .....	Dec. 5, 1878
Skaneateles .....	Dec. 19, 1878
Southern Hempstead Branch .....	Jan. 17, 1879
Southern of Long Island .....	Jan. 20, 1879
Springfield and Sardinia .....	Dec. 17, 1878
Staten Island .....	Dec. 5, 1878
Suspension Bridge and Erie Junction .....	Dec. 16, 1878
Syracuse, Phœnix and Oswego .....	Dec. 21, 1878
Tioga and Savonia .....	No report.
Troy and Boston .....	Jan. 16, 1879
Troy Union .....	Jan. 16, 1879
Union .....	Feb. 10, 1879
Utica and Fair Ground .....	No report.
Utica and Ilion Narrow Gauge .....	No report.
Warwick Valley .....	Dec. 3, 1878
Westchester County .....	No report.
West Shore Hudson River .....	No report.

## HORSE ROADS.

Amsterdam .....	Dec. 5, 1878
Astoria and Hunter's Point (lessor) .....	Dec. 12, 1878
Astoria and Hunter's Point (lessee) .....	Dec. 3, 1878
Bleeker Street and Fulton Ferry .....	Jan. 23, 1879
Brooklyn City and Newtown .....	Dec. 9, 1878
Brooklyn and Coney Island .....	No report.
Brooklyn, Winfield and Newtown .....	Jan. 17, 1879
Buffalo East Side Street .....	Dec. 3, 1878
Buffalo Street .....	Dec. 3, 1878
Carnarsie and Flatbush .....	No report.

	Date of receiving reports.
Central Crosstown .....	Dec. 14, 1878
Chambers Street .....	No report.
Christopher and Tenth Street .....	Dec. 14, 1878
East Brooklyn Railroad .....	No report.
Forty-second Street and Grand Street Ferry .....	Dec. 9, 1878
Forty-second Street, Manhattanville and St. Nicholas Avenue .....	Dec. 30, 1878
Ilion Street .....	No report.
New Brighton and Onondaga Valley .....	Dec. 10, 1878
New York, Brooklyn and Sea Beach .....	Jan. 11, 1879
Prospect Park and Clarkson Street .....	Jan. 11, 1879
Prospect Park and Coney Island .....	Dec. 5, 1878
Rochester and Irondequoit .....	Feb. 3, 1879
Second Avenue .....	Dec. 3, 1878
South Brooklyn Central .....	Dec. 3, 1878
South Ferry and Prospect Park .....	No report.
Twenty-third Street .....	Dec. 13, 1878
Van Brunt Street and Erie Basin .....	Dec. 18, 1878

The lessee of the Jersey City and Albany Railroad, and of the Middletown, Unionville and Water Gap Railroad ; the New Jersey Midland ; and the lessees of the Waverly and State Line, the Pennsylvania and New York Canal and Railway Company, have also failed to report.

On the third day of December the names of the above companies were sent to the Attorney-General.

In many cases the reports, when received, were found to be imperfect, and quite defective. They were not returned, but a letter requesting the necessary information was addressed to the officers, and, with a few exceptions, a courteous answer returned, showing that the defects in the reports was the result of carelessness.

Section 1, chapter 844, Laws of 1869, requires the lessees of leased roads to report concerning the *operations* of said roads, and relieves the lessors from reporting such operations. Many companies whose roads are leased after reporting stock and debts and cost of road and equipment leave the remainder of the blank form unfilled. The lessees, in reporting operations, are not required to report interest or dividends unless paid directly to the stock or bondholders ; in many instances they are not possessed of this information.

The Adirondack Railroad Company was incorporated by chapter



236, Laws of 1863. Since 1875, when the property of the company was placed in the hands of the receiver, he has refused to report concerning the finances of the road, and simply reports operations. The report does not, therefore, comply with the law. Section 2 of the act incorporating this company authorizes the company to hold 1,000,000 acres of lands in the wilderness in the northern part of this State, and that said lands shall be exempt from all taxation. Section 3 requires a report annually on the first Monday in January to the State Engineer and Surveyor of the quantity of lands sold by said company, and a description thereof. On the sixth day of January the receiver reported that the company had not sold, or contracted to sell, any of its lands during the year, or since the last report.

The Suspension Bridge and Erie Junction Railroad is leased to the New York, Lake Erie and Western Railroad Company. The lessors have this year neglected to report cost of road, and an inquiry addressed to the lessees, asking for the amount expended during the year by the latter, has also failed to receive proper attention, although these items have heretofore been reported. The report of this company is, therefore, imperfect.

The Newburgh and New York Railroad is reported leased by the New York, Lake Erie and Western Railroad Company. No report has been made by the former company since 1868. Homer Ramsdell was then president. In a letter received from him the 17th of January, 1879, he says: the road was merged into the Erie Railroad. Inquiries addressed to the office of the New York, Lake Erie and Western Railroad Company fail to gain any satisfactory information on the subject. Therefore, this company has not complied with the requirements of the law.

The Pennsylvania, Erie Coal and Railway Company was formed by consolidating the Pittsburgh, Buffalo and Rochester Railway Company, the Brandy Camp Railway Company, both Pennsylvania corporations, and the Buffalo, Bradford and Pittsburgh Railroad Company, a corporation formed under the laws of this State, and also of Pennsylvania. The agreement and certificate was filed in the office of the Secretary of State, July 19, 1875. This company has refused to report in the manner required by law. The Buffalo, Bradford and Pittsburgh division of the road is operated by the New York, Lake Erie and Western Railroad Company, under a lease made prior to the consolidation.

The Bleecker Street and Fulton Ferry Railroad is leased to the

Twenty-third Street Railroad Company. On the Twenty-first of January, after sending several letters to this company, a letter was received with a partial report; but not fulfilling the requirements of the law.

The Niagara Bridge and Canandaigua Railroad is leased to the New York Central and Hudson River Railroad. No report has been filed by this company since 1875. After several urgent requests for a report, one was received signed by the secretary. This company has, therefore, not properly complied with the law.

The New York and Rockaway and the Newtown and Flushing Railroads are leased to the Long Island Railroad Company. These companies have not reported since 1875, and in answer to inquiries addressed to the lessees, they say they do not know who the present officers are, or the address of the companies.

No report has been made by the following companies, but a letter has been received stating that the projects have been abandoned:

- Brooklyn and Coney Island.
- Buffalo Creek Extension.
- Buffalo Crosstown.
- Chambers Street.
- East Brooklyn Railroad.
- Ilion Street.
- New York and Rockaway Beach.
- Orange County.
- Sedge Bank.
- South Ferry and Prospect Park.
- Utica and Fair Ground.
- Utica and Ilion Narrow Gauge.

No reports have been received from the following corporations:

- Carnarsie and Flatbush.
- New York, Sea Beach and Coney Island.
- New York and South Side.
- Penn Yan and Geneva.
- Tioga and Savonia.
- Westchester County.
- West Shore Hudson River.

The following roads have only reported in form of letter:

- Brooklyn, Coney Island and Rockaway.

Jersey City and Albany (lessee).  
New York, Housatonic and Northern.  
New York and New England.  
New York, Westchester and Putnam.  
Waverly and State Line (lessee).

The companies that have become extinct during the year are as follows :

Bay Ridge and Sea Shore.  
Boonville and Port Ontario.  
Buffalo and Jamestown.  
Central, of Staten Island.  
East Brooklyn Railway.  
Erie.  
Hempstead and Smithtown.  
Hudson Tunnel.  
Iron Hill.  
New Jersey and New England.  
New York and New Jersey.  
New York State.  
Pine Plains and Rhinebeck.  
Poughkeepsie City.  
Rochester and Charlotte Boulevard and Railroad Company.  
St. Lawrence Valley.  
Utica, Ithaca and Elmira Railroad.  
Water and Clinton Street.  
Yonkers.

There are, therefore, six companies who have reported by letter ; 12 who report the projects abandoned ; 11 that have not reported, and 20 that have become extinct during the year.

The tardiness on the part of the different railroad corporations in reporting, and the imperfections in their reports, so embarrass and delay the compiling of the tables, that I respectfully recommend the prosecution of all companies who have not complied with the requirements of the law.

#### CAPITAL STOCK.

The total paid-up capital invested in the steam railroads reporting in this State is \$409,945,754.25 ; and the proportion for this State, pro-rating the roads lying partly in this State and adjoining States, is

\$305,816,591.41. This is an increase in the total aggregate of \$7,255,616.49. The paid-up capital of the horse roads amounts to \$23,201,130.36—a decrease of \$42,367.63. (This decrease was caused by roads reducing stock.)

#### DEBT.

The funded debt of steam roads is reported at \$338,034,527.14, and the floating debt at \$22,401,437.64, making a total debt liability of \$360,435,964.78, and a total for this State of \$269,392,157.12. These totals show an increase for the year of \$5,422,606.08 for the funded debt, and \$8,123,682.41 decrease for the floating debt. The funded debt of the horse roads is reported at \$15,756,976.93—an increase of \$195,762.50, and the floating debt at \$2,371,854.90—an increase of \$223,210.57.

The aggregate of the stock and debts for the steam roads amounts to \$770,381,719.03, of which \$575,208,748.53 is the proportion for this State, and is an average of \$99,998 per mile of road built in this State.

The aggregate for the horse roads is \$41,329,962.19—an average of \$97,012 per mile.

The total for both steam and horse roads is \$811,711,681.22.

#### COST OF ROAD AND EQUIPMENT.

The cost of road and equipment of steam roads amounts in the aggregate to \$661,078,126.35—an increase of \$23,205,057.61, and the proportion for this State is \$492,088,933.89. The cost of road and equipment is equal to \$85,549 per mile of road in this State.

For the horse roads these items amount to \$40,316,371.44 in the aggregate—an increase during the year of \$710,488.33, and is equal to \$94,639 per mile.

The total cost of all the roads in this State is \$532,405,305.33.

#### CHARACTERISTICS OF ROAD.

The total number of miles of road built and operated (main line and branches), including leased lines out of the State, is 8,390.73, of which 5,752.24 miles are in this State. The double track, including sidings, amounts to 4,358.33 miles. There have been 179.79 miles of steam and 8.24 miles of horse railroads built during the year.

The total miles of road owned by horse railroad companies is 426.03, and the double track and sidings is 278.19 miles.

The steam railroads doing business in this State own 2,801 engines, 1,993 first-class passenger cars, 358 second-class passenger and emigrant cars, 741 mail, baggage, and express cars, and 59,413 freight cars.

Of the 279 steam roads in this State, 47 companies operate their own and other roads; five are operated by receivers, and one is leased and operated by an individual.

There are, also, seven corporations formed under the laws of other States, leasing and operating roads in this State; a total of 60.

There are 61 horse railroad companies that operate their own and other roads. Two steam roads, the New York and Harlem, and the Utica, Clinton and Binghamton, operate part of their road as horse roads; and two are leased and operated by individuals; a total of 65.

There are, also, two steam roads owned and operated by individuals.

There are 70 steam and four horse roads leased and operated by other roads; and one road owned by individuals is operated by a steam railroad company. Seventy-three steam and 15 horse railroads are not in operation.

#### BUSINESS OF THE YEAR.

The number of passengers carried by the steam roads was 48,769,084, an increase of 8,756,863, classifying the roads last year to correspond with present report; and an average of 20.84 miles was traveled by each passenger.

The horse roads carried 244,290,364 passengers during the year, an increase of 5,748,628.

The number of tons of freight carried by steam roads was 38,320,573, an increase of 3,335,792.

#### EARNINGS.

The earnings for the year in the aggregate are \$89,449,433.99, for the steam roads, an increase of \$4,328,646.43.

For the horse roads \$13,090,515.19, an increase of \$135,971.46. The earnings from the passengers were \$23,933,749.20; and from freight, \$58,045,197.83; and miscellaneous, \$7,470,486.96. The proportion of the above total for this State is \$61,945,591.40, for the steam roads.

## OPERATING EXPENSES.

The total amount expended for maintaining and operating the steam roads for the year was \$55,807,840.62, a decrease of \$96,008.89.

The proportion for this State is \$40,224,766.18.

These expenses for the horse roads amount to \$8,906,426.05, a decrease of \$352,979.98.

## \* INTEREST.

The interest for our railroads for 1878 aggregate the sum of \$15,558,202.47, of which \$14,418,030.10 was paid by the steam railroad companies. The proportion of this State being \$12,625,245.27, and the balance \$1,140,172.37, was paid by the horse roads.

This is an increase of \$194,739.04, and \$33,951.05 respectively.

## \* DIVIDENDS.

There was paid for dividends \$14,642,164.45 by the steam railroad companies, an increase of \$2,028,979.82; and by the horse companies \$1,918,104.30, an increase of \$366,835.68.

The proportion for this State is \$8,855.790.76, for the steam roads.

## ACCIDENTS TO PERSONS.

The record of accidents upon the steam roads for the year show 322 persons killed, and 567 injured, a total of 889. Of those killed, 11 were passengers, 88 employees, and 223 others.

The total horse road accidents were 155, of which 44 were fatal; 5 of those killed were passengers, 9 employees, and 30 others.

## CONDITION OF OUR ROADS.

The railroads of this State probably were never in better condition than they are now. This is evident from the few serious accidents attributed to imperfect roadway. Upon the whole, the roads of our State are fully equal to those of other States. This favorable showing must be credited to the companies themselves, the State having no immediate supervision over the details of the roads, and only requiring an annual report of their operations, earnings, expenses, etc. It is now conceded by the railroad commissioners of other States that their chief power lies in publicity, and that their supervisory powers are a secondary consideration. The first is by law vested in the State Engineer and Surveyor of this State, and,

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\* These items are nearly correct. It was impossible to obtain them properly divided as to interest and dividends, from some of the companies.

considering our system has been in use twenty-six years without serious complaint, we may safely conclude that if the change is made in the form of report which we have herein recommended, the present laws amply provide for the proper supervision of the railroads.

The following deductions have been made from the reports :

*Roads Operated with Steam.*

Average number of miles traveled by each passenger,	20.84
Average number of passengers in each train.....	47.76
Average number of miles each ton of freight was transported : .....	151.54
Average number of tons in each train .....	151.03
Aggregate movement of passenger trains is equivalent to passing over the road.....	2,536 times.
Aggregate movement of passenger trains is equivalent to passing over entire single track.....	1,669 times.
Aggregate movement of freight trains is equivalent to passing over the road .....	4,588 times.
Aggregate movement of freight trains is equivalent to passing over the entire single track.....	3,019 times.
Average number of trains passing daily over the road, about .....	19½
Average number of trains passing daily over the entire single track, about.....	12½
Average cost, per mile of road, for maintaining roadway .....	\$1,590 56
Average cost, per mile of road, for repairs of machinery,	1,106 40
Average cost, per mile of road, for operating road...	3,954 15
Average cost, per mile of single track, for maintaining roadway.....	1,046 82
Average cost, per mile of single track, for repairs of machinery .....	725 68
Average cost, per mile of single track, for operating road .....	2,602 40
Average sum received for carrying one passenger one mile .....	2.3543 cents.
Average sum received for transporting one ton of freight one mile.....	.9994 cents.
Average number of miles of travel for each passenger killed .....	92,416,450

Average number of miles of travel for each passenger killed and injured .....	19,180,772
Average number of passengers carried for each one killed .....	4,433,553
Average transportation expenses are 62.39 per cent of all the earnings.	
Net earnings are 8.58 per cent of capital stock paid in.	

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*Roads Operated with Horse Power, etc.*

Average sum received for carrying each passenger ...	5.121 cents.
Average cost for carrying each passenger .....	3.646 cents.
Average transportation expenses are 68.04 per cent of gross earnings.	
Average number of passengers carried for each one killed .....	48,858,072
Average number of passengers carried for each one either killed and injured .....	4,362,327
Net earnings are 19.66 per cent of capital stock paid in.	

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Respectfully submitted,

HORATIO SEYMOUR, JR.,

*State Engineer and Surveyor.*



NEW COMPANIES FORMED UNDER THE GENERAL RAILROAD LAW  
DURING THE YEAR.*Addison, Osceola and Cowanesque Valley.*

Articles of association filed December 26, 1877. Located in the county of Steuben. Commencing at Addison and running thence by the most direct route to the State line between New York and Pennsylvania. Distance, 12 miles. Capital stock, \$120,000.

*Albany and Vermont Railroad Company.*

Amendments to old articles of association, filed February 9, 1878.

*The Brooklyn, Coney Island and Rockaway Railroad Company.*

Articles of association filed November 28, 1877. Located in the county of Kings. Commencing at a point in the town of Flatbush; thence along certain streets, avenues, and highways to Coney Island; over and across the bridge over Coney Island creek to a point known as Van Sicklen's house. Distance,  $6\frac{1}{2}$  miles. Capital stock, \$300,000.

*The Buffalo and Southwestern Railroad Company.*

Articles of association filed December 11, 1877. Formerly the Buffalo and Jamestown Railroad Company. Sold the 11th day of September, 1877, by authority of the Supreme Court, and reorganized as the Buffalo and Southwestern Railroad. Located in the counties of Erie, Cattaraugus, and Chautauqua; commencing at Buffalo. Capital stock, \$943,800.

*The Buffalo, Syracuse and Albany Railroad Company.*

Articles of association filed January 29, 1878. Commencing at a point on the Erie canal, in the city of Buffalo, Erie county, to some convenient point in the city of Albany, Albany county. Distance, including branches from Rochester to Millgrove, Syracuse to Oswego, Rome to Carthage, Utica to Binghamton, is 668 miles. Capital stock, \$10,000,000.

*The Canal Railroad Company.*

Articles of association filed April 26, 1878. Located in Chemung county. Commencing near Clinton street, in the city of Elmira, and running thence by the most direct route to the village of Horseheads. Distance, six miles. Capital stock, \$60,000.

*The Cayuga Southern Railroad Company.*

Articles of association filed December 3, 1877. Located in Cayuga and Tompkins counties. Commencing at Cayuga and running along the eastern bank of Cayuga lake to Ithaca. Distance, 38 miles. Capital stock, \$425,000.

*The Central Saratoga Railroad Company.*

Articles of association filed October 23, 1877. Located in the counties of Schenectady and Saratoga. Commencing at a point at or near Schenectady, and running to a point in the village of Saratoga. Distance, 25 miles. Capital stock, \$500,000.

*City Railroad Company of Poughkeepsie.*

Articles of association filed October 26, 1877. Located in the city of Poughkeepsie, county of Dutchess. Running through certain streets and roads in said town of Poughkeepsie. Distance, five miles. Capital stock, \$85,000.

*Coney Island and Rockaway Railway Company.*

Articles of association filed March 14, 1878. Located in the counties of Kings and Queens. Commencing at Coney Island, in the town of Gravesend, and running in the most feasible route to near Rockaway beach, in the county of Queens. Length of road, six miles. Capital stock, \$6,000.

*The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.*

Articles of association filed August 29, 1878. Located in the city of New York. Commencing at Manhattan street and runs through certain streets, and terminating at Thirty-fourth street. Length, eight miles. Capital stock, \$900,000.

*The Geneva and Lyons Railroad Company.*

Articles of association filed October 5, 1877. Located in the counties of Ontario, Seneca, and Wayne. Commencing near the village of Geneva, and runs from thence to the village of Lyons. Distance, 15 miles. Capital stock, \$300,000.

*The Kings County Railway Company.*

Articles of association filed August 8, 1878. Located in Kings county. Commencing at the line of highwater of the Atlantic ocean,

on Coney Island, and running thence, by the most direct route, to Coney Island avenue. Length, three miles. Capital stock, \$30,000.

*The Marine Railway Company.*

Articles of association filed February 27, 1878. Located in the county of Kings. Commencing on Coney Island beach, at a point on the property of the New York and Manhattan Beach Railroad, running thence easterly along the beach, by the most direct route, to the easterly point of Coney Island. Distance, two miles. Capital stock, \$20,000.

*Middle Central Railroad Company.*

Articles of association filed March 29, 1878. Formerly Pennsylvania and Sodus Bay. Sold under authority of the Supreme Court on the 15th day of April, 1876, and was reorganized as the Middle Central Railroad. Located in the counties of Tioga, Tompkins, Seneca, and Wayne. Commencing at Spencer Junction, Tioga county, and terminating at Nicholas Point, on Great Sodus Bay, county of Wayne. Length not given. Capital stock, \$100.

*The New England, New York and Pennsylvania Railroad Company.*

Articles of association filed February 20, 1878. Located in Orange, Ulster, Greene, and Albany counties. Commencing at State line, between New York and New Jersey, at or near Greenwood lake, to a connection with the Albany and Susquehanna Railroad, at some convenient point in Albany county. Distance, in New York State, 100 miles. Capital stock, \$10,000,000.

*The New York, Brooklyn and Sea Beach Railroad Company.*

Articles of association filed June 21, 1878. Located in Kings county. Commencing at or near the foot of Thirty-sixth street, in the city of Brooklyn; thence through certain streets and avenues to the boundary line of the city of Brooklyn, and thence, by the most direct route, to a point where the New York and Sea Beach Railroad intersects the Bay Ridge and Manhattan Beach Railroad, terminating at or near said point of intersection. Length of road,  $2\frac{1}{2}$  miles. Capital stock, \$50,000.

*The New York City and Northern Railroad Company.*

Articles of association filed March 1, 1878. Commencing at a point in New York city, and running thence, by the most feasible

route, along the **Harlem** river to near King's Bridge; thence north through **Yonkers**, **Greenburgh**, **Mount Pleasant**, **Ossening**, **New Castle**, **Yorktown**, **Somers**, **Carmel**, and **Southeast**, terminating at a point on the **Harlem Railroad**, at or near **Brewster's**, county of **Putnam**. Distance, 52 miles. Capital stock, \$2,250,000.

*New York, Lake Erie and Western Railroad Company.*

Articles of association filed April 27, 1878. Formerly the **Erie Railway**. Sold under foreclosure of mortgage on the 7th day of November, 1877, and reorganized as the **New York, Lake Erie and Western Railroad**. Capital stock, \$86,536,900.

*New York, Sea Beach and Coney Island Railroad Company.*

Articles of association filed September 5, 1878. Located in the county of **Kings**. Commencing at or near the points where **Forty-fifth** and **Forty-sixth** streets meet, in the city of **Brooklyn**, and thence, by the most feasible route, to a point where the **New York and Sea Beach Road** is at present completed, at or near the **New York and Manhattan Beach Railroad Company**. Length, three miles. Capital stock, \$850,000.

*The Olean, Bradford and Warren Railroad Company.*

Articles of association filed October 17, 1877. Located in the county of **Cattaraugus**. Commencing in the village of **Olean**, **N. Y.**, and runs thence southwesterly through the towns of **Olean** and **Alleghany** to a point on the State line between the States of **New York** and **Pennsylvania**. Distance, 10 miles. Capital stock, \$60,000.

*The Prospect Park and Clarkson Street Railroad.*

Articles of association filed January 28, 1878. Located in **Kings** county. Commencing upon **Flatbush** avenue, in the town of **Flatbush**, running thence through certain avenues, and terminating at the **Kings County Central Railroad**, near **Clarkson** street, in **Flatbush**. Distance, one mile. Capital stock, \$25,000.

*Rochester and Irondequoit Railway Company.*

Articles of association filed March 28, 1878. Located in the county of **Monroe** and city of **Rochester**. Commencing at the junction of **East Main** and **North Paul** streets, and running through certain streets, terminates at a point in the town of **Irondequoit**. Length of road,  $2\frac{1}{2}$  miles. Capital stock, \$25,000.

*The Rockaway Elevated Railroad Company.*

Articles of association filed November 15, 1877. Located in Queens county. Commencing at the Far Rockaway depot of the Long Island Railroad; thence along the main streets, across the bay to a point on the beach near Craig's pavilion; thence along the beach of the Atlantic Ocean westerly to the point of the Peninsula; thence around the point of the Peninsula, easterly along the bay to the place of beginning. Distance, 18 miles. Capital stock, \$500,000.

*Springville and Sardinia Railroad Company.*

Articles of association filed May 6, 1878. Located in Erie county. Commencing at Springville and runs easterly intersecting the Buffalo, New York and Philadelphia Railroad, at a point in the town of Sardinia, between the stations of Protection and Arcade. Length, 11 miles. Capital stock, \$50,000.

*Utica, Ithaca and Elmira Railway Company.*

Articles of association filed May 10, 1878. Located in the counties of Cortland, Tompkins, Schuyler, Tioga, Steuben, and Chemung. Commencing at the village of Cortland, county of Cortland, and terminating in the city of Elmira, county of Chemung. Length of road, 71 miles. Capital stock, \$2,000,000.

*The Westchester County Railway Company.*

Articles of association filed March 21, 1878. Located in Westchester county. Commencing at a point on Long Island, in the town of Pelham, and running thence to Mt. Vernon. Length of road, five miles. Capital stock, \$200,000.

The name of the following road was changed by order of the court:

*Metropolitan Elevated Railroad.*

Order changing name from Gilbert Elevated Railroad to Metropolitan Elevated Railroad Company was filed in the Secretary of State office, June 8, 1878.

## ENACTMENTS.

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*Freight or wood cars, riding on, without permission.*

An act to prevent accidents on railroads operated by steam power in the State of New York. Chapter 261, Laws of 1878.

*Highway labor, commutation of, act to authorize, amended.*

An act to amend chapter three hundred and forty-four of the Laws of eighteen hundred and seventy-seven, entitled "An act to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of townships." Chapter 44, Laws of 1878.

*Bath Ferry to Douw's Point.*

An act to extend the time for the completion of a railroad authorized to be constructed by "An act to authorize the construction of a railroad from, at or near Bath Ferry, in the town of North Greenbush, to Douw's Point, in the town of East Greenbush, in the county of Rensselaer," passed May 14, 1875. Chapter 184, Laws of 1878.

*Black River and St. Lawrence Railway Company.*

An act to extend the time for the completion of the railroad of the Black River and St. Lawrence Railway Company. Chapter 97, Laws of 1878.

*Brooklyn, Winfield and Newtown Railway Company.*

An act to amend chapter five hundred and seventy-five of the Laws of eighteen hundred and seventy-four, entitled "An act in relation to the Brooklyn, Winfield and Newtown Railway Company." Chapter 206, Laws of 1878.

*Lake Champlain to Dannemora Prison.*

An act authorizing the construction and management of a railroad from Lake Champlain to Dannemora prison. Chapter 148, Laws of 1878.

*New York and Albany Railroad Company.*

An act to extend the time for the completion of the New York and Albany railroad. Chapter 319, Laws of 1878.

*New York and New England Railroad Company.*

An act extending the time for the completion of the New York and New England railroad. Chapter 213, Laws of 1878.

*Ogdensburgh and Lake Champlain Railroad Company.*

An act in relation to payment of railroad fares on the Ogdensburgh and Lake Champlain railroad. Chapter 258, Laws of 1878.

*Queens County Railway Company.*

An act to repeal chapter five hundred and fifty-six of the Laws of eighteen hundred and seventy-one, and chapter six hundred and thirty-three of the laws of eighteen hundred and seventy-two, both relative to the Queens County Railway Company. Chapter 51, Laws of 1878.

*Staten Island and New Jersey Suspension Bridge and Railroad Company.*

An act authorizing the Staten Island and New Jersey Suspension Bridge and Railroad Company to change its corporate name, and extending the time for the commencement of work by said corporation. Chapter 153, Laws of 1878.

*Syracuse, Phoenix and Oswego Railroad Company.*

An act to facilitate the construction of the Syracuse, Phoenix and Oswego railroad. Chapter 309, Laws of 1878.

*Western Railroad Company.*

An act to amend chapter two hundred and sixty-eight of the Laws of eighteen hundred and seventy-five, entitled "An act to incorporate the Western Railroad Company." Chapter 330, Laws of 1878.

*180 Laws of this State.*

LIST OF COMPANIES FORMED UNDER 180 Laws of this State.		Where Located.	Remarks.
NAME OF ROAD.			
1826.			
Mohawk and Hudson.....		Albany to Schenectady.....	Name changed to Albany and Schenectady in 1847.
1828.			
Canandaigua Railway and Transportation Co.....		Canandaigua and Erie Canal.....	Extinct.
Catskill and Ithaca.....		Catskill to Ithaca.....	Extinct.
Geneva and Canandaigua.....		Geneva to Canandaigua.....	Extinct.
Great Ausable.....		From Forks of Great Ausable to Port Kent on Lake Champlain.....	Extinct.
Hudson and Berkshire.....		Hudson to West Stockbridge, Mass.....	Recognized as the Hudson and Boston in 1834.
Ithaca and Oswego.....		Ithaca to Oswego.....	Name changed to Cayuga and Susquehanna in 1843.
1830.			
Madison County.....		Chittenango to Cazenovia.....	Extinct.
Port Byron and Auburn.....		Port Byron to Auburn.....	Extinct.
Salina and Port Watson.....		Salina to Port Watson.....	Extinct.
1830.			
Canajoharie and Catskill.....		Canajoharie to Catskill.....	Partly built, and then abandoned.
Hudson and Delaware.....		Newburgh to Delaware River.....	Extinct.
1831.			
Bath and Crooked Lake.....		Bath to head of Crooked Lake.....	Extinct.
New York and Harlem.....		Twenty-third Street to Harlem River.....	In operation.
Rochester and Canal.....		Rochester.....	Name changed to Rochester Railroad in 1833.
Saratoga and Schenectady.....		Saratoga Springs to Schenectady.....	Leased to Rens. & Sar., and operated by Del. & Hud. Canal Co.
Troy Turnpike and Railroad.....		Troy to west line of Vermont.....	Abandoned.
1832.			
Albion and Tonawanda.....		Albion to Batavia.....	Extinct.
Auburn and Canal.....		Auburn to Erie Canal.....	Extinct.
Aurora and Buffalo.....		Aurora to Buffalo.....	Extinct.
Black River Company.....		Rome or Herkimer to Ogdensburg.....	Extinct.
Brooklyn and Jamaica.....		Brooklyn to Jamaica.....	Consolidated into Brooklyn Central and Jamaica in 1869.
Buffalo and Erie.....		Buffalo to Pennsylvania State Line.....	Consolidated with Lake Shore and Michigan Southern in 1869.
Dansville and Rochester.....		Rochester to Dansville.....	Extinct.
Dutchess.....		Poughkeepsie to Connecticut State Line.....	Extinct.
Elmira and Williamsport.....		Elmira to Pennsylvania State Line.....	Extinct.
Fish House and Amsterdam.....		Fish House to Amsterdam.....	Extinct.
Ithaca and Geneva.....		Ithaca to Geneva.....	Extinct.
Lake Champlain and Ogdensburg.....		Lake Champlain to St. Lawrence River.....	Extinct.
Mayville and Portland.....		Portland Harbor to Mayville.....	Extinct.
New York and Albany.....		New York to Albany.....	Extinct.



## LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where Located.	Remarks.
New York and Erie.....	New York to Lake Erie.....	Reorganized as Erie Railroad in 1860.
Osago.....	Cooperstown to Colliersville.....	Extinct.
Rensselaer and Saratoga.....	Troy to Ballston Spa.....	Leased and operated by Delaware and Hudson Canal Co.
Saratoga and Fort Edward.....	Saratoga to Fort Edward.....	Extinct.
Saratoga Springs and Schuylerville.....	Saratoga Springs to Schuylerville.....	Extinct.
Schoharie and Otsego.....	From Canajoharie and Catskill Railroad to Susquehanna River.....	Extinct.
Tonawanda.....	Rochester to Attica.....	Consolidated into Buffalo and Rochester in 1850.
Utica and Susquehanna.....	Utica to New York and Erie Railroad.....	Extinct.
Warren County.....	Glen's Falls to Caldwell.....	Extinct.
Watertown and Rome.....	Rome to Watertown.....	Consolidated into Rome, Watertown and Ogdensburg in 1860.
1833.		
Binghamton and Susquehanna.....	Binghamton to Pennsylvania State Line.....	Extinct.
Buffalo and Black Rock.....	Buffalo to Black Rock.....	Extinct.
Rochester.....	Rochester.....	Formerly Rochester and Canal Railroad; extinct.
Utica and Schenectady.....	Schenectady to Utica.....	Consolidated into New York Central Railroad in 1853.
Whitehall and Rutland.....	Whitehall to Vermont Line.....	Extinct.
1834.		
Auburn and Syracuse.....	Auburn to Syracuse.....	Name changed to Rochester and Syracuse in 1860.
Buffalo and Niagara Falls.....	Buffalo to Niagara Falls.....	Consolidated into New York Central in 1865.
Castleton and West Stockbridge.....	Castleton to West Stockbridge, Mass.....	Name changed to Albany and West Stockbridge in 1836.
Ithaca and Port Renwick.....	Head of Cayuga Lake to Ithaca.....	Extinct.
Long Island.....	Greenport to Brooklyn.....	In operation.
Lockport and Niagara Falls.....	Lockport to Niagara Falls.....	Changed to Rochester, Lockport and Niagara Falls in 1860.
Manheim and Salisbury.....	From Utica and Schenectady Railroad to Nicholsville.....	Name changed to Mohawk and St. Lawrence Railroad in 1837.
Medina and Darien.....	Medina to Alexander and Buffalo Road.....	Extinct.
Saratoga and Washington.....	Saratoga Springs to Whitehall.....	Reorganized as Saratoga and Whitehall in 1855.
Warsaw and Le Roy.....	Warsaw to Le Roy.....	Extinct.
1835.		
Kingston Turnpike and Railroad Company.....	Kingston.....	Extinct.
1836.		
Albany and West Stockbridge.....	Greenbush to West Stockbridge.....	Formerly Castleton and West Stockbridge; consolidated into Boston and Albany in 1871.
Attica and Buffalo.....	Attica to Buffalo.....	Consolidated into Buffalo and Rochester in 1860.
Attica and Sheldon.....	Attica to Sheldon.....	Extinct.
Auburn and Rochester.....	Auburn to Rochester.....	Consolidated as Rochester and Syracuse in 1850.
Black River.....	Carthage to Cornella.....	Extinct.
Brewertown and Syracuse.....	Brewertown Bridge to Syracuse.....	Extinct.
Brooklyn, Fort Hamilton, Bath and Coney Island.....	Brooklyn to Coney Island.....	Extinct.

Cassadaga Creek to West bounds of Cham- plain County Road .....	Extinct.
Patent to Erie Canal .....	Extinct.
Conventus and Mossy Hill .....	Extinct.
India to Depue to Connecticut State Line .....	Extinct.
Poughkeepsie to Van Buren Harbor, on Lake Erie .....	Extinct.
Fredonia to Van Buren Harbor, on Lake Erie .....	Extinct.
Genesee to Pitsford .....	Extinct.
Herkimer to Trenton .....	Extinct.
East Mendon to Hemlock Lake .....	Extinct.
Ithaca to Auburn .....	Extinct.
Janesville to Erie Canal .....	Extinct.
Johnstown to Utica and Schenectady R. R. Lewisston to Lockport and Niagara Falls R. R. ....	United in forming the New York Central in 1853. Extinct.
Batavia to Lockport .....	Extinct.
Lockport to Youngstown .....	Extinct.
Medina to Lake Ontario .....	Extinct.
Newark .....	Extinct.
Oswego to Utica .....	Extinct.
Oswego and Cortland .....	Extinct.
Rochester and Charlotte .....	Extinct.
Rutland and Whitehall .....	Extinct.
Saratoga and Montgomery .....	Extinct.
Schenectady and Troy .....	Extinct.
Scottsville and LeRoy .....	Consolidated into New York Central in 1853. Extinct.
Skaneateles .....	Name changed to Skaneateles and Jordan R. R. in 1841. In operation.
Staten Island .....	Extinct.
Syracuse Stone .....	Extinct.
Syracuse, Cortland and Binghamton .....	Extinct.
Syracuse and Onondaga .....	Extinct.
Syracuse and Utica .....	Extinct.
Troy and Stockbridge .....	Consolidated into New York Central R. R. in 1853. Extinct.
Ulster County .....	Extinct.
Unadilla and Schoharie .....	Extinct.
Watervliet and Schenectady .....	Extinct.
Watertown and Cape Vincent .....	Extinct.

Ithaca to Pennsylvania State line .....	Extinct.
Coopers-town to C. V. and S. R. R. .....	Extinct.
Coxsackie to Schenectady .....	Extinct.
Aurora-ville to York-shire .....	Extinct.
Attica and S. R. R. to Hinsdale .....	Extinct.
Goshen to N. J. State line .....	Extinct.
Jordan to Skaneateles R. R. ....	Extinct.
Walden to Esopus-kil .....	Extinct.
U. and S. R. R. to Pisco Lake .....	Extinct.
Pennfield to Erie Canal .....	Extinct.
Rochester to Lockport .....	Formerly Manheim and Salisbury R. R. Extinct. Now part of the New York Central and Hudson River R. R.

Cheung and Ithaca .....	1857.
Coopers-town and Cherry Valley .....	
Coxsackie and Schenectady .....	
Erie and Cattaraugus .....	
Geneva and Cattaraugus .....	
Goshen and New Jersey .....	
Jordan and Skaneateles .....	
Malden .....	
Molawk and St. Lawrence R. R. and Navigation Co. Pennfield and Canal .....	
Rochester and Lockport .....	

LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Rome and Port Ontario.....	Rome to Port Ontario.....	Extinct.
Trenton and Sacketts Harbor.....	Trenton to Sacketts Harbor.....	Extinct.
Tyrone and Geneva.....	Geneva to N. Y. and E. R. R.....	Extinct.
Warwick.....	Warwick to N. Y. and E. R. R.....	Extinct.
1838.		
Buffalo and Batavia.....	Buffalo to Batavia.....	Extinct.
Greene.....	Greene to N. Y. and E. R. R.....	Extinct.
Scottsville and Canandaigua.....	Scottsville to Attica and Rochester R. R.....	Extinct.
Sharon and Root.....	Great Western Turnpike to C. and C. R. R. in town of Root.....	Extinct.
1839.		
Adirondack.....	Adirondack Iron Works to Clear Pond, Essex Co.....	Extinct.
Cold Spring.....	Cattaraugus Co.....	Extinct.
Gilboa.....	Gilboa to Potter's Hollow.....	Extinct.
Oswego and Syracuse.....	Oswego to Syracuse.....	In operation.
1841.		
Skaneateles and Jordan.....	Skaneateles to Jordan.....	Formerly Skaneateles. Extinct.
1842.		
Goshen and Albany.....	Albany to Goshen.....	Extinct.
1843.		
Cayuga and Susquehanna.....	Ithaca to Oswego.....	Formerly Ithaca and Oswego. In operation.
1845.		
Attica and Hornellsville.....	Attica to Hornellsville.....	Name changed to Buffalo and New York City R. R. in 1851.
Canandaigua and Corning.....	Canandaigua to Corning.....	Name changed to Canandaigua and Elmira in 1852. Now Elmira, Jefferson and Canandaigua.
Chemung.....	Jefferson to N. Y. and E. R. R.....	Leased to New York, Lake Erie and Western R. R.
Northern.....	Ogdensburg to Lake Champlain.....	Reorganized as Ogdensburg and Lake Champlain in 1864.
Troy and Greenbush.....	Troy to Greenbush.....	Leased to New York Central and Hudson River R. R.
1846.		
Buffalo and Hinsdale.....	Buffalo to Hinsdale.....	Extinct.
Hudson River.....	New York to Albany.....	Consolidated into the New York C. and H. R. R. in 1869.
New York and Connecticut.....	Conn. State line to Harlem R. R.....	Extinct.
Northern Steamer and R. R. Co.....	Port Kent to Moose River.....	Extinct.
Schenectady and Catskill.....	Schenectady to Catskill.....	Extinct.
Schenectady and Susquehanna.....	Schenectady to N. Y. and E. R. R.....	Extinct.

Albany and Schenectady .....	Albany to Schenectady .....	Formerly Mohawk and Hudson. Consolidated into N. Y. C., 1853.
1847.		
Albany and Schenectady .....	Genesee to Genesee Valley Canal .....	Extinct.
1848.		
Genesee .....	Buffalo to Pennsylvania State line .....	Consolidated into Buffalo and Erie in 1867.
1849.	Niagara Falls to Lewiston .....	Extinct.
Buffalo and State Line .....	Troy to Mass. State line .....	In operation.
Niagara Falls and Lewiston .....	Troy to Vermont State line .....	Extinct.
Troy and Boston .....		
Troy and Rutland .....		
1850.		
Albany, Bennington and Rutland .....	Albany to Vermont State line .....	Extinct.
Batavia and Cheektowaga .....	Batavia to Cheektowaga .....	Extinct.
Buffalo and Cheektowaga .....	Buffalo to Corning .....	Name changed to Buffalo, Corning and New York in 1852.
Buffalo and Rochester .....	Buffalo to Rochester .....	Formerly Attica and Tonawanda, but the Tonawanda dated into New York Central R. R. in 1853. Consoli-
Plattsburgh and Montreal .....	Plattsburgh to Canada line .....	Reorganized as Montreal and Plattsburgh in 1853.
Rochester, Lockport and Niagara Falls .....	Lockport to Niagara Falls .....	Formerly Lockport and Niagara Falls. Consolidated in New York Central in 1853.
Rochester .....	Syracuse to Rochester .....	Formerly Auburn and Rochester, which consolidated with Rochester and Syracuse into the New York Central R. R. in '33.
Syracuse and Rochester Direct .....	Syracuse to Rochester .....	The property of this road was transferred to the Rochester and Syracuse in 1859.
Williamsport and Elmira .....	Elmira, N. Y., to Williamsport, Pa. ....	Reorganized as Elmira and Williamsport in 1860.
1851.		
Albany and Northern .....	Albany to Eagle Bridge .....	Name changed to Albany, Vermont and Canada in 1856.
Albany and Susquehanna .....	Albany to Binghamton .....	Leased to Delaware and Hudson Canal Company.
Buffalo and New York .....	Buffalo to New York .....	Extinct.
Buffalo and New York City .....	Buffalo to New York .....	Name changed from Attica and Hornellsville. That portion from Buffalo to Attica was sold to the Buffalo, New York and Erie. That portion from Attica to Hornellsville changed to Buffalo Branch of the Erie.
		Reorganized as Niagara Bridge and Canandaigua R. R. in 1858.
Canandaigua and Niagara Falls .....	Canandaigua to Niagara Bridge .....	Extinct.
Champlain and St. Lawrence .....	Rouse's Point to Champlain line .....	Abandoned.
Champlain and Albany .....	Center of Sullivan to Penn. State line .....	Name changed to Blossburgh and Corning in 1854.
Corning and Blossburgh .....	Center of Sullivan to Penn. State line .....	Consolidated into New York Central in 1855.
Champlain and Albany .....	Union to Schenectady .....	Abandoned.
Mohawk Valley .....	Plattsburgh to near Rouse's Point .....	Abandoned.
Plattsburgh and Rouse's Point .....	Rochester to Portage .....	Used to the New York, Lake Erie and Western.
Rochester and Genesee Valley .....	Sackett's Harbor to Ellensburg .....	Name changed to Sackett's Harbor, Rome and New York.
Sackett's Harbor and Ellensburg .....	Credits to Binghamton .....	Reorganized as Syracuse and Southern in 1856.
Syracuse and Binghamton .....	Hooes Junction to Vermont State line .....	Now leased to Troy and Boston.
Troy and Bennington .....	Troy .....	Operated by the New York Central and Hudson River Railroad, Troy and Boston, Rensselaer and Saratoga Railroad.
Troy Union .....	State line to Suffern .....	Leased to the New York, Lake Erie and Western.
Union .....		
1852.		
Albany and Saratoga .....	Albany to Saratoga .....	Abandoned.

## \* LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Attica and Allegheny Valley..... Buffalo, Corning and New York.....	Attica to north line of Pennsylvania..... Buffalo to Corning.....	Extinct. Formerly Buffalo and Conchocon Valley. That portion from Buffalo to Corning was sold to the Buffalo, New York and Erie Railroad in 1852. Consolidated into New York Central in 1853. Extinct.
Buffalo and Lockport..... Buffalo and Pittsburgh..... Buffalo, Pittsburgh and St. Louis..... Canandaigua and Elmira.....	Buffalo to Lockport..... Buffalo to Pennsylvania State line..... Buffalo to near Olean..... Canandaigua to Elmira.....	Consolidated into Buffalo, Bradford and Pittsburgh in 1852. Formerly Canandaigua and Corning. Changed to Elmira, Canandaigua and Niagara Falls. Extinct.
Erie and New York City.....	Little Valley creek to west line State of New York.....	In 1860, 38 miles was sold to the Atlantic and Great Western Railroad. Think balance abandoned. Reorganized as New York and Flushing Railroad in 1860. Extinct.
Flushing..... Genesee and Hudson..... Lake Ontario, Auburn and New York..... Lebanon Springs..... New York and New Rochelle..... New York and Troy..... Niagara Falls, Buffalo and New York.....	Flushing to point on East river, Kings Co., Rochester to Albany..... Falconville, Lake Ontario..... Town of Ghent to Lebanon Springs..... New Rochelle to New York..... New York to Troy..... Suspension Bridge to Buffalo and New York City Railroad..... Canandaigua and Niagara Falls Railroad to Suspension Bridge..... Niagara Falls to Lewiston..... Watertown and Rome Railroad to Northern Railroad..... Rochester to Charlotte.....	Reorganized as Lake Ontario and Auburn in 1866. Consolidated into Harlem Extension in 1870. Extinct.
Niagara Falls and Lake Ontario..... Niagara River..... Potsdam and Watertown..... Rochester and Lake Ontario.....	Rochester to town of Mendon..... Sackett's Harbor to Saratoga and Schenectady Railroad..... Tontineville to Vanderbilt Landing..... New York..... Sodus Point to Gorham..... Syracuse..... Utica to Syracuse.....	Consolidated into Rome, Watertown and Ogdensburg in 1860. In 1853, this road, in connection with the Rochester, Lockport and Niagara Falls Railroad, consolidated with New York Central. Extinct.
Rochester and Southern..... Sackett's Harbor and Saratoga..... Staten Island..... Sixth Avenue..... Sodus Point and Southern..... Union (Syracuse)..... Utica and Syracuse Straight Line.....	Reorganized as Lake Ontario and Hudson River in 1857. In operation. Reorganized as Ontario Southern in 1876. Sold to Syracuse, Binghamton and New York in 1857. Extinct.	Name changed to Lake Ontario and Hudson River in 1857. In operation. Reorganized as Ontario Southern in 1876. Sold to Syracuse, Binghamton and New York in 1857. Extinct.
Albany and Saratoga Springs..... Black River and Utica..... Brooklyn City..... Buffalo and Allegheny Valley..... Buffalo, Tonawanda and Niagara Falls..... Canandaigua and Syracuse..... Clifton and South Clifton.....	Albany to Saratoga Springs..... Utica to Clayton..... Brooklyn..... Buffalo to Attica and Allegheny Valley R. R., Tonawanda to Black Rock..... Canandaigua to Syracuse..... Clifton to South Clifton.....	Extinct. Reorganized as Utica and Black River in 1860. In operation. Consolidated with Buffalo and Washington in 1866. Abandoned. Extinct.



Clyde and Sodus Bay .....	Clyde to Sodus Bay .....	Abandoned.
Corning and Otisco .....	Corning to Otisco .....	Extinct.
Brooklyn to Williamsburgh .....	Brooklyn to Williamsburgh .....	Extinct.
Division Avenue .....	Mouth of Harlem river to Yonkers .....	Extinct.
Harlem River and High Bridge .....	Hicksville to Syosset .....	Extinct.
Hicksville and Cold Springs Branch .....	Laurensburgh to Troy .....	Now owned by Long Island Railroad.
Laurensburgh and Troy .....	Albany to Buffalo .....	Name changed to Troy and Laurensburgh in 1860. In operation.
New York Central .....		Formed by consolidating the Albany and Schenectady, Schenectady and Troy, Utica and Schenectady, Syracuse and Utica, neclady and Troy, Utica and Schenectady, Syracuse and Utica, Rochester and Syracuse, Buffalo and Lockport, Mohawk Valley, Syracuse and Utica Direct, Buffalo and Rochester, Rochester, Lockport and Niagara Falls in 1859. Now consolidated into the New York Central and Hudson River Railroad.
New York and Western .....	Division line of New York and New Jersey to Canandaigua .....	Project abandoned.
Ogdensburgh, Clayton and Rome .....	Ogdensburgh to Rome .....	Project abandoned.
Oswego, Northern and Eastern .....	Oswego to Rome and Watertown Railroad, Rochester and Genesee Valley Railroad, to Allegany Valley Railroad .....	Project abandoned.
Rochester and Pittsburgh .....	New York .....	Extinct.
Second Avenue .....	Syracuse to Utica .....	In operation
Syracuse, Utica Direct .....	New York .....	Consolidated with the New York Central in 1853
Third Avenue .....	Troy to Utica .....	In operation.
Troy and Utica .....	Utica to Binghamton .....	Dissolved.
Utica and Binghamton .....	Whitehall to Plattsburgh .....	Dissolved by Supreme Court.
Whitehall and Plattsburgh .....		
Blossburgh and Corning .....	Corning to Pennsylvania State line .....	Formerly Corning and Blossburgh. Consolidated into Corning, Cwanesque and Antrim Railroad in 1873.
Manhattan Railway .....	New York .....	Extinct.
New York and Newburgh .....	New York to Newburgh .....	Extinct.
Oswego and Troy .....	Oswego to Troy .....	Extinct.
Utica and Waterville .....	Utica to Waterville .....	Extinct.
West Side .....	Albany to Sufertins .....	Extinct.
1853.		
Eighth Avenue .....	New York .....	In operation.
Hudson and Boston .....	Western Railroad to Hudson .....	Formerly Hudson and Berkshire; consolidated into Boston and Albany in 1871.
Oswego, Binghamton and New York .....	Oswego, Binghamton and New York .....	Abandoned.
Sackett's Harbor and Watertown .....	County of Jefferson .....	Extinct.
Saratoga and Whitehall .....	Saratoga Springs to Whitehall .....	Formerly Saratoga and Washington; now part of Rensselaer and Saratoga Railroad.
Washington County Central .....	Pittsford to town of Greenwich .....	Extinct.
1856.		
Albany, Vermont and Canada .....	Albany to Eagle Bridge .....	Formerly Albany Northern, which was dissolved and reorganized under this name; in 1859 reorganized as Albany and Vermont.
Genesee Valley .....	Avon to Mount Morris .....	Reorganized as Avon, Genesee and Mount Morris in 1860.
Lake Ontario and Auburn .....	Little Sodus Bay to near Ithaca .....	Formerly Lake Ontario, Auburn and New York; extinct.

## LIST OF COMPANIES formed under the Laws of this State — (Continued).

NAME OF ROAD.	Where Located	Remarks.
Syracuse and Southern .....	Geddes to Binghamton .....	Formerly Syracuse and Binghamton; name changed to Syracuse, Binghamton and New York.
Westchester County .....	Harlem River to New Rochelle .....	Extinct.
1857.		
Buffalo and International .....	Buffalo .....	Extinct.
Buffalo, New York and Erie .....	Buffalo to Corning .....	Formerly Buffalo, Corning and New York, and Buffalo and New York City; now leased to New York, Lake Erie and Western.
Elmira, Canandaigua and Niagara Falls .....	Canandaigua to Watkins .....	Formerly Canandaigua and Elmira; reorganized as Elmira, Jefferson and Canandaigua in 1891.
Lake Ontario and Hudson River .....	Sackett's Harbor to S. & S. R. R. ....	Formerly Sackett's Harbor and Saratoga; name changed to Adirondack Estate and Railroad Company in 1891.
Mohawk and Moose River .....	New York Cent'l Railroad to Moose River .....	Extinct.
Ogdensburgh .....	Ogdensburgh to Lake Champlain .....	Formerly Northern Railroad, but afterwards changed to Ogdensburgh and Lake Champlain.
Piermont West Shore .....	New Jersey State Line to Piermont .....	Think not built.
Syracuse, Binghamton and New York .....	Geddes to Binghamton .....	Formerly Syracuse and Southern; in operation.
Union Railroad Company .....		Extinct.
1858.		
Broadway (of Brooklyn) .....	Brooklyn .....	In operation.
Buffalo and Lake Harbor .....	Buffalo .....	Project abandoned.
Niagara Bridge and Canandaigua .....	Canandaigua to Niagara Bridge .....	Formerly Canandaigua and Niagara Falls; now leased to New York Central and Hudson River Railroad.
1859.		
Albany and Vermont .....	Albany to Eagle Bridge .....	Formerly Albany, Vermont and Canada Railroad; the road between Albany and the Junction is leased to the Rensselaer and Saratoga Railroad.
Atlantic and Great Western .....	Salamanca to Dayton, Ohio .....	Part of this road formed from part of the Erie and New York City Railroad; reorganized.
Brooklyn Central .....	Brooklyn .....	Consolidated into Brooklyn Central and Jamaica Railroad in 1860.
Buffalo, Bradford and Pittsburgh .....	Carrollton, N. Y., to Gillesville, Pa. ....	Formerly Bradford and Pittsburgh, and the Buffalo and Bradford; in 1875 consolidated into New York, Pennsylvania and Erie Central Railway Co.
Elmira, Jefferson and Canandaigua .....	Watkins to Canandaigua .....	Formerly Elmira, Canandaigua and Niagara Falls; now leased to Northern Central of New Jersey.
Grand Street .....	Brooklyn .....	Extinct.
Grand Street and Maspeth .....	Brooklyn .....	Extinct.
Main and Ohio Street .....	Buffalo .....	Extinct.
New York and Flushing .....	Long Island City to Penny Bridge .....	Formerly Flushing Railroad; consolidated with South Side Railroad in 1872.
New York and Jamaica .....	New York to Jamaica .....	Extinct.
New York and Westchester County .....	New York to Croton Lake .....	Extinct.



New York and Yorkers Niagara Street Ninth Avenue Union (of Westchester)	1860. Adirondack Estate Railroad Company	New York to Yorkers Buffalo Fordham to Harlem River Bridge	Extinct. Sold to Buffalo Street Railroad in 1868; company dissolved. In operation. Extinct.
Avon, Genesee and Mount Morris Brooklyn Central and Jamaica Brooklyn City and Newtown Buffalo Street Central City Central Park, North and East River Cherry Valley and Sprakers Horse Power R. R. Co. Coney Island and Brooklyn East New York and Jamaica Elmira and Williamsport		Saratoga Springs or Ballston to the Sacandaga River Avon to Mount Morris Brooklyn to Jamaica Brooklyn to Newtown Buffalo Syracuse New York Cherry Valley to the N. Y. C. R. R. Brooklyn to Coney Island East New York to Jamaica Elmira to Williamsport, Pa.	Formerly Lake Ontario and Hudson River Railroad; think in 1863 merged into Adirondack Railroad. Formerly Genesee Valley; now leased to N. Y., L. E. & W. R. R. Formerly Brooklyn Central, and the Brooklyn and Jamaica; in 1863 name changed to Brooklyn and Jamaica. In operation. In operation. In operation. In operation. Extinct. In operation. Extinct. Formerly Williamsport and Elmira; now leased to Northern Central. In operation. Consolidated into West Shore and Hudson River in 1868. Extinct. Formerly Watertown and Rome, and the Potsdam and Watertown; consolidated with Lake Ontario Shore in 1875; in operation. Formerly Sackett's Harbor and Ellsburgh; abandoned. Extinct. Formerly Lansingburgh and Troy; in operation. In operation. Extinct.
Grand Street and Newtown Hudson and West Shore New York Rome, Watertown and Ogdensburg Sackett's Harbor, Rome and New York Tenth Avenue and Grand Street Troy and Lansingburgh Warwick Valley Westchester County and New York City		Brooklyn Piermont to Nyack New York Rome to St. Lawrence River Sackett's Harbor to Piermont New York Troy to Lansingburgh Warwick to Grey Court New York to Croton Lake	Extinct. Consolidated into West Shore and Hudson River in 1868. Extinct. Formerly Watertown and Rome, and the Potsdam and Watertown; consolidated with Lake Ontario Shore in 1875; in operation. Formerly Sackett's Harbor and Ellsburgh; abandoned. Extinct. Formerly Lansingburgh and Troy; in operation. In operation. Extinct.
Albany Brooklyn City and Ridgewood Buffalo Branch of the Erie Railway East and North River Erie Railway International New York and Lake Mahopac Port Morris and Westchester South Side of Long Island Third Avenue and Fordham Utica and Black River Van Brunt Street and Erie Basin	1861. Erie Railway	Albany Brooklyn City to Union Course Attica to Hornellsville Port Morris to Spuyten Duyvil Niagara Falls to Niagara City New York to Lake Mahopac Port Morris to New Rochelle Islip to Brooklyn West Farms, etc. Utica to town of Philadelphia, N. Y. Brooklyn	Extinct. Extinct. Formerly part of the Buffalo and New York City; consolidated with Erie. Extinct. Formerly New York and Erie; reorganized into N. Y., L. E. & W. R. R. in 1877. Extinct. Extinct. Extinct. Extinct. Extinct. Formerly Black River and Utica; in operation. In operation.



## LIST OF COMPANIES formed under the Laws of this State — (Continued).

NAME OF ROAD.	Where Located.	Remarks.
* 1862.		
Albany and Boston .....	Albany to Boston .....	Extinct.
Brooklyn, Bath and Coney Island .....	Greenwood to Coney Island .....	Sold in 1863, and now owned by C. G. Gunther; in operation.
Brooklyn City and Rockaway .....	Brooklyn to Rockaway .....	Extinct.
North River and Wall Street Ferry .....	New York .....	Extinct.
Rochester City and Brighton .....	Rochester .....	In operation.
Troy and Cohoes .....	Troy to Cohoes .....	Now leased to Troy and Lansingburgh.
Utica City .....	Utica .....	In 1861 was authorized to change its name to Utica City and Waterville.
1863.		
Albany Railroad .....	Albany .....	Extinct.
Albany Railway .....	Albany .....	In operation.
Albany Kenwood .....	Albany to Kenwood .....	Project abandoned.
Adirondack .....	Saratoga to Rochester .....	Formerly Adirondack Estate Railroad Co. In operation.
Chenango Valley .....	Counties of Broome and Chenango .....	Extinct.
Cohoes and Watford .....	Cohoes to Watford .....	Extinct.
Flushing .....	Woodsides to Flushing .....	Extinct.
Fort Edward, Glen's Falls and Sandy Hill .....	Fort Edward to Glen's Falls .....	Extinct.
Fort-second Street and Grand Street Ferry .....	New York .....	In operation.
Harlem Bridge, Morrisania and Fordham .....	Fordham to Harlem Bridge .....	In operation.
Malden .....	Malden to Stone Quarries .....	Extinct.
Mohawk Valley and Pliseco .....	New York Central R. R. into Hamilton Co. .....	Extinct.
New York City Crosstown .....	New York .....	Extinct.
North Shore .....	Flushing to town of North Hempstead .....	Extinct.
Oswego and Rome .....	Oswego to Rome .....	Now leased to Rome, Watertown and Ogdensburg.
Rockaway and Brooklyn .....	Flatlands to Brooklyn .....	Extinct.
Rondout and Kingston .....	Rondout to Kingston .....	Extinct.
Schenectady and Catskill .....	Schenectady to Catskill .....	Extinct.
South Brooklyn and Bergen Street .....	Brooklyn .....	Extinct.
Syracuse and Geddes .....	Geddes to Syracuse .....	In operation.
Syracuse and Onondaga .....	Syracuse to Oakwood .....	In operation.
Watford and Cohoes .....	Watford to Cohoes .....	Extinct.
Westchester .....	Town of West Farms .....	Extinct.
West Shore .....	Piermont to Nyack .....	Consolidated into Hudson River West Shore in 1865.
1864.		
Albany and Boston .....	Albany to Boston .....	Extinct.
Boston, Hartford and Erie .....	Formerly Boston, Hartford and Erie; Boston, Hartford and Erie Extension, and Boston, Hartford and Erie Ferry Extension. In 1873 changed to New York and New England. Consolidated into Boston, Hartford and Erie in 1861.	
Boston, Hartford and Erie Extension .....	Fishkill to Connecticut State line .....	

\* Calendar years to this year; afterwards fiscal years.

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Boston, Hartford and Erie Ferry Extension.	New York	Consolidated into Boston, Hartford and Erie in 1904.
Broadway and Seventh Avenue.	New York	In operation.
Brooklyn and Rockaway.	New York	Part of road loaned to New York and Manhattan Beach Railroad; the remainder operated by the company.
Brooklyn and Rockaway Beach.	New York	Extinct.
Carnegie, Brooklyn and Windford.	New York	Name changed to Cherry Valley, Sharon and Albany in 1899.
Cherry Valley.	New York	Extinct.
Clinton Avenue.	New York	Project abandoned.
Corning and Seneca Lake.	New York	In operation.
Dry Dock, East Jersey Ferries.	New York	Extinct.
First Avenue and Jersey Ferries.	New York	Extinct.
Flatbush, Coney Island and Carnarsie.	New York	Extinct.
Flushing and Woolstate.	New York	Extinct.
Fulton.	New York	Think consolidated with Flushing and North Side.
Greenpoint and Williamsburgh.	New York	Think consolidated with Nassau in 1868.
Harlem River and Tarrytown.	New York	Extinct.
Hunter's Point, Havenwood and Astoria.	New York	Extinct.
King's Bridge, High Bridge and Forty-second Street.	New York	Extinct.
Metropolitan Railway.	New York	Reorganized as North Second Street and Middle Village in 1869.
Metropolitan Railroad.	New York	Extinct.
Newburgh and New York Railroad.	New York	Not in operation.
New York, Putnam and Northern.	New York	Extinct.
Ogdenburgh and Lake Champlain.	New York	Extinct.
Pennont and Nyack.	New York	Extinct.
Putnam and Hudson River.	New York	Stock transferred to New York Central Railroad in 1867.
State Island Shore.	New York	Reorganized under same name in 1868.
Sterling Mountain.	New York	In operation.
Williamsburgh and Coney Island.	New York	Abandoned.
Yonkers and New York.	New York	Extinct.
1863		
Bleecker Street and Fulton Ferry.	New York	Now leased to Twenty-third Street and Broadway Railroad.
Brooklyn and Carnarsie.	New York	Extinct.
Buffalo and Oil Creek Cross-cut.	New York	Consolidated into Buffalo, Corry and Pittsburgh in 1868.
Buffalo and Washington.	New York	Name changed to Buffalo, New York and Pennsylvania in 1871.
Cooperstown and Susquehanna Valley.	New York	In operation.
Dunkirk and Chautauque Lake.	New York	Merged into Buffalo, Corry and Pittsburgh in 1868.
East New York and Jamaica Bay.	New York	Reorganized as the Jamaica, Woodhaven and Brooklyn in 1873.
Fulton Ferry and Tenth Avenue.	New York	Extinct.
Greenpoint and Calvary.	New York	Extinct.
Hampstead and Jamaica.	New York	Extinct.
Hicksville and Huntington.	New York	Extinct.
Jersey Ferries and First Avenue.	New York	Extinct.
Junction Railway.	New York	Extinct.
Kingston and Rondout.	New York	Extinct.
Lake and River Improvement, and Railroad Land Co. of the New York Wilderness.	New York	Extinct.

# LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Nassau .....	Kings and Queens counties .....	
New York Northern Central .....	Fonda to Canada Lake .....	Consolidated into Brooklyn City, Hunter's Point and Prospect Park in 1898.
Newburgh and New York Railway .....	Greenwood Junction to Van's Gate Junction, .....	Extinct.
Rondout and Port Jervis Railway .....	Rondout to Port Jervis .....	Leased to Erie.
Schoharie Valley .....	Schoharie to Junction .....	Extinct.
Schenectady and Utica Railway .....	Schenectady to Utica .....	Reorganized under same name in 1874.
Sheephead Bay and Sea Shore .....	Sheephead Bay to Coney Island Turnpike .....	Project abandoned.
Utica and Syracuse Railway .....	Railroad .....	Extinct.
Williamstown and Redfield .....	Utica to Syracuse .....	Extinct.
	Williamstown to Redfield Village .....	Extinct.
Albany and New York .....	Albany to New York .....	Extinct.
Albany and Lackawanna .....	Chenango and Broome counties .....	Extinct.
Bay Shore .....	Flushing to Whitesboro .....	Project abandoned.
Boonville and Troy .....	Boonville to Troy .....	Disolved.
Brooklyn, Middle Village and Jamaica .....	Brooklyn to Jamaica .....	Extinct.
Brooklyn, Flatbush and Coney Island .....	Flatbush to Coney Island .....	Name changed to Brooklyn, Coney Island and Rockaway in 1878.
Brooklyn and Jamaica .....	Brooklyn to Jamaica .....	Formerly Brooklyn Central and Jamaica. In 1872 sold to Atlantic Avenue Railroad.
Broadway and Yonkers Patent .....	New York .....	Extinct.
Central Park and Kingsbridge .....	New York .....	Extinct.
Columbia Street and Erie Basin .....	Brooklyn .....	Extinct.
Copenhagen and Tinton .....	Copenhagen to Tinton .....	Extinct.
Dunkirk and Fredonia .....	Dunkirk to Fredonia .....	Extinct.
Dutchess and Columbia .....	Town of Copake, county of Columbia, near .....	In operation.
	Duney's point, county of Dutchess .....	In 1873 consolidated into New York, Boston and Northern. Was foreclosed, and in 1877 reorganized as Newburgh, Dutchess and Columbia.
East Side and New Rochelle Patent Railway .....	New York to New Rochelle .....	Extinct.
Flushing and College Point .....	Flushing to Shattuck and College Point .....	Project abandoned.
Genesee and Water Street .....	Syracuse .....	In operation.
Highbridge .....	County of Westchester to New York .....	Extinct.
Ilwaco and Tonawanda .....	Ilwaco to near Waverly .....	Name changed to Ilwaco and Athens in 1870.
Jamaica and Middle Village .....	Jamaica to Middle Village .....	Extinct.
Middletown, Unionville and Water Gap .....	Middletown to New Jersey State line .....	Now leased to New Jersey Midland.
Middle Village .....	Kings county .....	Extinct.
Montgomery and Erie .....	Montgomery to Goshen .....	Leased to Erie.
New York Northern .....	Schenectady to Gedensburgh .....	Extinct.
New York and Oswego Midland .....	Oswego to New Jersey State line .....	In operation.
Newburgh and Middletown .....	Newburgh to Middletown .....	Extinct.
Poughkeepsie and Eastern .....	Poughkeepsie to Harlem Railroad .....	Extinct.
Poughkeepsie City .....	Poughkeepsie .....	Changed to City of Poughkeepsie in 1879.



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## LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Troy City.....	Troy.....	Abandoned.
Union Pneumatic Railway.....	New York.....	Extinct.
Union Village and Johnsonville.....	Union Village.....	Name changed to Greenwich and Johnsonville in 1874.
Utica and Waterville.....	Utica to Waterville.....	Formerly Utica City. Name changed to Utica, Clinton and Binghamton in 1868.
Waverly and State line.....	Waverly to Pennsylvania State line.....	Now leased to Pennsylvania and New York Canal and Railroad Company. A Pennsylvania corporation.
Binghamton and Port Dickson.....	Binghamton.....	Extinct.
Black River and St. Lawrence.....	Carthage, Jefferson county, to town of Russel, St. Lawrence county.....	Time extended. Not in operation.
Black River and Woodhull.....	Black river to Beltingtown.....	Extinct.
Boonville and Ontario.....	Boonville to Constableville.....	Abandoned.
Brooklyn City, Hunter's Point and Prospect Park.....	Boonville to mouth of Salmon river.....	Dissolved.
Buffalo, Corry and Pittsburgh.....	Hunter's Point to South Ferry, Brooklyn.....	Name changed to Brooklyn Crosstown in 1872.
Buffalo and Williamsville.....	Brocton to Corry, Pa.....	In operation.
Cattaraugus.....	Buffalo to Eleven mile creek.....	Extinct.
Cazenovia and Canastota.....	Salamanca to Machias.....	Extinct.
Cornwall, Suspension Bridge and Columbia.....	Madison county.....	Reorganized as Cazenovia and Canastota Railway in 1875.
Eastern Branch of the Dutchess and Columbia.....	Fishkill to Newburgh Branch Erie Rwy.....	Project abandoned.
East Side Railway.....	Dutchess county.....	Project abandoned.
Erie and Genesee Valley.....	New York.....	Project abandoned.
Erie and New England.....	Mount Morris to Burnis.....	Now leased to New York, Lake Erie and Western Railroad.
Far Rockaway Branch.....	Turner's station to Derby, Conn.....	Extinct.
Fifth Ward.....	Queens county.....	Consolidated with South Side Railroad in 1872.
Fishing and North Side.....	Syracuse.....	In operation.
Fulton Ferry and Canarsie Bay.....	Fishkill.....	Extinct.
Gloversville, Mayfield and Northville.....	Hunter's Point to Roslyn.....	Consolidated into Flushing, North Side and Central in 1874.
Goshen and Deckertown.....	Fortestport to Wilderness.....	Extinct.
Hamilton Avenue, Prospect Park and Flatbush.....	Gloversville to Northville.....	Extinct.
Lake Champlain and Moriah.....	Goshen to New Jersey State line.....	Extinct.
Lake Ontario Shore.....	Kings county.....	Now leased to New York, Lake Erie and Western Railroad.
Liverpool and Syracuse.....	Mineville to Port Henry.....	Extinct.
Macpeth Railroad and Bridge Company.....	Oswego to Lewiston.....	In operation.
Middletown and Crawford.....	Liverpool to Syracuse.....	Sold and reorganized as Lake Ontario in 1871.
Monticello and Port Jervis.....	Brooklyn.....	Project abandoned.
Montreal and Plattsburgh.....	Crawford Junction to Pine Bush.....	Formerly Williamsburgh and Newtown Railroad, and the Massachusetts Avenue and Fall Bridge Co. Extinct.
	Monticello to Port Jervis.....	In operation.
	Plattsburgh to Canada Line.....	Reorganized as Port Jervis and Monticello in 1875.
		Formerly Plattsburgh and Montreal; consolidated into New York and Canada in 1876.



Newburgh and Watkiss Valley .....	Orange county .....	Extinct.
Newburgh Harbor .....	Newburgh .....	Extinct.
New York City Central Underground .....	New York City, town of Reading, to Seneca Lake .....	Not in operation.
Seneca Lake Branch .....	Lake .....	Extinct.
Southfield Branch .....	Southfield to Southfield Furnace .....	In operation.
South Side Connection .....	Queens county .....	Extinct.
Syracuse and Chenango Valley .....	Syracuse to Norwich .....	Reorganized as Syracuse and Chenango in 1873.
Syracuse Northern .....	Syracuse to the Rome, Watertown and Ogdensburg Railroad .....	Reorganized as the Syracuse and Northern in 1875.
Utica, Clinton and Binghamton .....	Utica to Smith's Valley .....	Formerly Utica and Waterville. In operation.
West Shore Hudson River .....	New York State line to Athens .....	Formerly West Shore Hudson River, and Hudson River West Shore. Not in operation.
Westport and Kingdon .....	Essex county .....	Extinct.
West Side Elevated Patent Railway .....	New York .....	Formerly West Side and Yonkers. Extinct.
1880.		
Avenue C .....	New York .....	Reorganized as the Houston, West Street and Pavonia Ferry.
Auburn and Port Byron .....	Cayuga county .....	Extinct.
Brooklyn, Flatbush and Coney Island .....	Coney Island .....	Name changed to Brooklyn, Coney Island and Kookaway in 1878.
Brooklyn, Prospect Park and Jamaica Bay .....	Kings county .....	Extinct.
Brooklyn Steam Transit .....	Kings and Queens counties .....	Extinct.
Brooklyn and Winfield Railway .....	Kings and Queens counties .....	Name changed to Brooklyn, Winfield and Newtown in 1870.
Buffalo Creek .....	Buffalo .....	In operation.
Carthage, Watertown and Sackett's Harbor .....	Carthage to Sackett's Harbor .....	Leased to Utica and Black River.
Central Elevated Railway .....	New York .....	Extinct.
Cherry Valley, Sharon and Albany .....	Cherry Valley to A. and S. Railroad .....	Formerly Cherry Valley and Mohawk River; now owned by Delaware and Hudson Canal Co.
City Line and Carnarsie .....	Kings county .....	Abandoned.
Grove Branch .....	Clove Branch Junction to Sylvan Lake .....	In operation.
Cornwall Branch .....	Newburgh to Cornwall Landing .....	Extinct.
Gallupville .....	Scholastic Valley Railroad to Gallupville .....	Extinct.
Grand Street Ferry and Middle Village .....	Kings and Queens counties .....	Formerly Metropolitan Railroad; reorganized as the North Second Street and Middle Village in 1870.
Greenwich and Johnsonville .....	Greenwich to Johnsonville .....	Formerly Union Village and Johnsonville. In operation.
Hudson Avenue and Prospect Park .....	Athens R. R., near Schenectady, to Albany .....	Extinct.
Hudson and Mohawk .....	Utica to Cortlandville .....	Name changed to Utica, Ithaca and Elmira in 1873.
Ithaca and Cortland .....	Buffalo to Chicago .....	Buffalo and Erie R. R. consolidated with this road. In operation.
Lake Shore and Michigan Southern .....	Perru to Keeseville .....	Extinct.
Keeseville and Montreal .....	New Brighton to Patterson, Conn. .....	In operation.
New Brighton and Onondaga Valley .....	Orange and Ulster counties .....	Abandoned.
Newburgh and Kingston .....	Harlem River to Lake Mahopac .....	In 1873 consolidated into New York, Boston and Northern; but in 1876 reorganized as New York, Westchester and Putnam.
New York and Boston .....	Harlem River to Highland Sus. Bridge .....	Extinct.
New York and Highland Suspension Bridge Co. .....	Plattsburgh to Westport .....	N.Y. leased to Northern Railway of New Jersey.
Norfolk and Northern .....	Upper Piermont to Nyack .....	Abandoned.
Rensselaerville and Berne .....	Gallupville to south line of Albany Co. .....	N.Y. leased to Delaware and Hudson Canal Co., but operated by Delaware, Lackawanna and Western.
Rome and Clinton .....	Rome to Clinton .....	Reorganized as Schenectady and Duaneburgh in 1873.
Schenectady and Susquehanna .....	Schenectady to Albany and Sus. R. R. .....	

LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where located.	Remarks.
Schuylerville and Upper Hudson .....	Mechanicsville to Fort Edward .....	Consolidated with Upper Hudson Railroad into Schuylerville and Upper Hudson in 1872.
Silver Lake .....	Perry to East Gainesville .....	In operation.
Spartan Duvill and Fort Morris .....	Spartan Duvill to Fort Morris .....	Operated by the New York Central and Hudson River Railroad. Formerly Staten Island Horse.
Staten Island Shore .....	Staten Island .....	In operation.
Suspension Bridge and Erie Junction .....	Buffalo .....	Leased to New York, Lake Erie and Western Railroad.
Syracuse and Northwestern .....	Syracuse to Mexico .....	Consolidated with the Syracuse, Phoenix and Oswego in 1873.
Twenty-third Street .....	New York .....	In operation.
Union (Buffalo) .....	Buffalo .....	Consolidated with Buffalo Creek in 1869.
Utica and Mohawk (Street) .....	Utica to Mohawk .....	In operation.
Valley .....	State line to Binghamton .....	Leased to Delaware, Lackawanna and Western Railroad.
1870.		
Attica and Arcade .....	Attica to Arcade .....	Extinct.
Black River and Morrisdown .....	Philadelphia, N. Y., to Morrisdown .....	Now operated by Utica and Black River Railroad.
Boston, Saratoga and Western .....	Saratoga to Sackett's Harbor .....	Extinct.
Brooklyn, Winfield and Newtown .....	Kings and Queens counties .....	Formerly Brooklyn and Winfield. Not in operation.
Buffalo and Williamsville .....	Buffalo .....	Extinct.
Buffalo East Side Street .....	Buffalo .....	In operation.
Central of Staten Island .....	West Brighton to Centreville .....	Extinct.
Central Valley .....	Chenango Forks to Smithville .....	Extinct.
Dunkirk, Warren and Pittsburgh .....	Dunkirk, N. Y., to Warren, Pa. ....	Formerly Dunkirk, Warren and Pittsburgh, and the Chenango Valley; consolidated in Dunkirk, Allegany and Pittsburgh Railroad in 1873.
Geneva and Ithaca .....	Geneva to Ithaca .....	Consolidated into Geneva, Ithaca and Athens in 1874.
Grand Street, Prospect Park and Flatbush .....	Brooklyn to Kings county .....	In operation.
Greene .....	Chenango Forks to Greene .....	Leased to Delaware, Lackawanna and Western.
Hamilton Ferry and Carnarsie .....	Hamilton Ferry to Jamaica Bay .....	Extinct.
Harlem Extension .....	Chatham Four Corners to Rutland, Vt. ....	Formerly Lebanon Springs, and the Bennington and Rutland Company of Montreal; also Pine Plains and Albany; in 1872 consolidated with New York, Boston and Montreal, and in 1877 that portion in this State was foreclosed and sold; no company reorganized yet.
Hempstead and Rockaway .....	Hempstead to Valley Stream .....	In 1871 consolidated into New York and Hempstead, and foreclosed and sold in 1875; reorganized as the Northern Hempstead Branch.
Hudson Valley .....	From termination of Schuylerville and Upper Hudson Railroad to the Rensselaer and Saratoga Railroad .....	Extinct.
Hudson Suspension Bridge and New England .....	From N. Y. Erie R. R. to Conn. State Line .....	Extinct.
Hunter's Point and South Side .....	Fresh Ponds to East River .....	In 1873 consolidated with South Side Railroad.
Ithaca and Athens .....	Ithaca to Athens .....	Formerly Ithaca and Tonawanda; in 1874 consolidated into Ithaca and Athens.
Junction .....	N. Y. C. & H. R. R. to Niagara River .....	Leased to New York Central and Hudson River Railroad.

## RAILROAD REPORT.

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## LIST OF COMPANIES formed under the Laws of this State— (Continued).

NAME OF ROAD.	Where Located.	Remarks.
Clayton and Theresa.....	Clayton to Theresa Junction.....	Lensed to Utica and Black River Railroad.
Delhi and Middletown.....	Delhi to Middletown.....	Not in operation.
East Genesee Street and Seward Avenue.....	Auburn.....	In operation.
Flushing and Horseheads.....	Horseheads to Elmira.....	In operation.
Flushing Village.....	F. N. S. & C. to N. S. R. R.....	Abandoned.
Fort Ann and Mount Hope.....	Fort Ann and Mount Hope.....	Extinct.
Frankfort and Iton.....	Frankfort to Iton.....	In operation.
Geneva and Southwestern.....	Geneva to Blooms Corners.....	Consolidated into Geneva and Hornellsville in 1876.
Herkimer and Mohawk Street.....	Herkimer to Mohawk.....	In operation.
Herkimer and Elmira Avenue.....	Herkimer to Elmira.....	Extinct.
Hudson and Kinderhook.....	Hudson to Kinderhook.....	Abandoned.
Jamestown.....	Jamestown to D. K. & P. R. R.....	Abandoned.
Lockport and Buffalo.....	Lockport to N. Tonawanda.....	Not in operation.
Long Island City and Calvary Cemetery.....	Long Island City to Winfield.....	In operation.
Manlius and New City.....	Manlius to New City.....	Operated by N. Y. L. E. & W. R. R.
Newtown and Flushing.....	Winfield to Flushing.....	Lensed to Long Island.
New York and Croton River.....	Long Island to Tarrytown.....	Extinct.
New York and Hempstead.....	Hempstead to Valley Stream.....	Formerly Hempstead and Rockaway Railroad, and New York and Hempstead Plains; reorganized as South Hempstead Branch; in 1874 the Hempstead and Rockaway Railroad Company was foreclosed, and reorganized as the Southern Hempstead Branch.
New York and Mahopac.....	Golden Bridge to Lake Mahopac.....	Lensed to New York Central and Hudson River Railroad.
New York and North Salem.....	N. Y. & H. R. R. to Connecticut Line.....	Extinct.
New York Railway.....	New York.....	Extinct.
New York and Rockaway.....	Manhaca to Rockaway.....	Lensed to the Long Island Railroad.
New York and White Plains.....	Morrisania to White Plains.....	Extinct.
Niagara Falls.....	Suspension Bridge and Erie Junction to Niagara Falls.....	Extinct.
North Second Street and Middle Village.....	Kings and Queens counties.....	Formerly Metropolitan Railroad; in operation.
North Side (Slaten Island).....	Ward's Point to N. E. end.....	Abandoned.
Ogdensburg and Morrisdown.....	Ogdensburg to Morrisdown.....	Extinct.
One Hundred and Twenty-fifth Street.....	New York.....	Lensed to Third Avenue Railroad Company.
Putnam and Dutchess.....	N. Y. & B. R. to Hopewell.....	Consolidated into New York, Boston and Northern in 1873.
Queens County.....	Kings and Queens counties.....	Extinct.
Rockaway Railway.....	Far Rockaway to Rockaway Beach.....	Consolidated with South Side Railway Company in 1873.
Rockaway Beach Railroad.....	N. Y. & R. R. to Rockaway Beach.....	Extinct.
Rye and Westchester.....	Rye to Long Island Sound.....	Extinct.
Sacandaga Valley.....	Corinth to Confluent.....	Extinct.
Seneca Falls and Waterloo.....	Seneca Falls to Waterloo.....	Extinct.
Southern Westchester.....	N. Y., H. & V. to Harlem River.....	Consolidated with New York, Housatonic and Northern in 1872.
Slaten Island Central.....	Port Richmond to Tottenville.....	Extinct.
Syracuse Branch.....	Oncenta to Earlville.....	Extinct.
Troy and Saratoga.....	Schaghticoke to Saratoga Springs.....	Name changed to Oncenta and Earlville Railroad Co. in 1872.

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Troy and Saratoga.....	Extinct.	Troy to Knowlsville.....	Extinct.
Ulster and Dutchess.....	Extinct.	Ulster to Dutchess.....	Extinct.
West Troy and Green Island.....	Owned by Delaware and Hudson Canal Co.	West Troy to Green Island.....	Owned by Delaware and Hudson Canal Co.
Arcadia and Genesee River.....	1872.	Arcadia to Canandaigua.....	Extinct.
Atlantic Avenue.....		Brooklyn.....	Formerly Brooklyn and Jamaica; portion leased to Long Island; in operation.
Atlantic and Great Western of New York.....			Formerly Atlantic and Great Western; reorganized; changed to Atlantic and Great Western Railroad of New York and Pa.
Atlantic and Great Western R. R. Co. of N. Y. and Pa.....			Changed to Atlantic and Great Western.
Atlantic and Grt. Western of New York.....			Formerly Atlantic and Great Western of New York and Pa.; in operation.
Atlantic and Great Western.....			Extinct.
Auburn and Homer Midland.....		Auburn to Cortlandville.....	Extinct.
Auburn and Willow Brook.....		Auburn to Willow Brook.....	In operation.
Bath and Hammondsport.....		Bath to Hammondsport.....	Extinct.
Binghamton, Dushore and Williamsport.....		Binghamton to Pennsylvania State Line.....	Extinct.
Boston and Henderson Harbor.....		Henderson Harbor to Salisbury.....	Extinct.
Breslau and Erie Island.....		Breslau to Islip.....	Extinct.
Brooklyn Cresskill.....		Hunter's Point to Erie Basin.....	Formerly Brooklyn City, Hunter's Point and Prospect Park; in operation.
Buffalo and Jamestown.....		Buffalo to Pennsylvania State Line.....	Reorganized as Buffalo and Southwestern in 1873.
Canandaigua and Bath.....		Canandaigua to Bath.....	Extinct.
Canandaigua, Palmyra and Ontario.....		Canandaigua to Lake Ontario.....	Not in operation.
Cayuga Northern.....		Cayuga to Port Byron.....	Extinct.
Cazenovia and De Ruyter.....		Cazenovia to De Ruyter.....	Consolidated into Cazenovia, Canastota and De Ruyter in 1873.
Cohoes and Watford.....		Cohoes to Watford.....	Extinct.
Cypress Hill Railway.....		Brooklyn to Calvary Hill Cemetery.....	Extinct.
Erie State Line.....		Elmira to Lawrenceville.....	Leased to Tioga Railroad Company of Pa.
Erie International.....		Buffalo to International Bridge.....	Leased to New York, Lake Erie and Western.
Gilbert Elevated.....		New York.....	New Metropolitan Elevated Railroad; in operation.
Gloversville and Northville.....		Gloversville to Northville.....	Leased to Fonda, J. & G. R. Co.
Greenwood and Coney Island.....		Brooklyn to Coney Island.....	Consolidated into the Prospect Park and Coney Island in 1875.
Greenwood St. Lawrence.....		Ballston to Ogdensburg.....	Extinct.
Hunter's Point and Fishkill.....		Queens county.....	Extinct.
Jamaica, Woodhaven and Brooklyn.....		Jamaica to East New York.....	Formerly East New York and Jamaica Bay; in operation.
Lansingburgh and Troy.....		Lansingburgh to Troy.....	Extinct.
Metropolitan Transit.....		New York.....	Not in operation.
New York and Boston Extension.....		High Bridge to Port Morris.....	Extinct.
New York and Canada.....		Whitehall to Canada Line.....	Formerly Whitehall and Plattsburgh, and the Montreal and Plattsburgh; leased to Delaware and Hudson Canal Co.
New York City Rapid Transit.....		New York.....	Not in operation.
New York and Croton River Extension.....		Port Morris to N. Y. C. & H. R. R. R.....	Extinct.
New York, Kingston and Syracuse.....		Rondout to Syracuse.....	Formerly Rondout and Oswego; in 1875 reorganized as Ulster and Delaware.
New York, Westchester and Boston.....		Port Morris to Port Chester.....	Not in operation.
New York Western Midland.....		New York to Lake Ontario Shore Railroad.....	Extinct.
New York Elevated.....		New York to Rochester.....	In operation.
Niagara River and New York Air Line.....		Buffalo to Rochester.....	Extinct.
North Park.....		Binghamton to Port Dickson.....	Extinct.
Northern Extension of Koch., Nunda and Pitus. M. R.....		Mount Morris to Rochester.....	Consolidated into Rochester, Nunda and Pennsylvania in 1877.



## LIST OF COMPANIES formed under the Laws of this State — (Continued).

NAME OF ROAD.	Where Located.	Remarks.
Oneonta and Earlville.....	Oneonta to Earlville.....	Extinct.
Oswego City and Town.....	Oswego.....	Extinct.
Pelham and Port Chester.....	Pelham to Port Chester.....	Extinct.
Pine Plains and Albany.....	Pine Plains to Chatham.....	Extinct.
Queens Railway.....	Queens county.....	Consolidated with Harlem Extension.
Rochester, Hornellsville and Pine Creek.....	Hornellsville to State Line.....	Consolidated with Geneva, Hornellsville and Pine Creek Railroad.
Rochester, Nunda and Pennsylvania Extension.....	Belvidere to Pennsylvania State line.....	Changed to Rochester, Nunda and Pennsylvania Railroad.
Rochester, Nunda and Pennsylvania.....	Rochester to Pennsylvania State line.....	Formerly Rochester, Nunda and Pennsylvania Railroad, and the Rochester, Nunda and Pennsylvania Extension; also, Northern Railroad and Navigation Company; in 1877 reorganized as Rochester, Nunda and Pittsburgh.
Rockland Central Extension.....	Orangeburgh to Tappantown.....	Extinct.
Schenectady and Ogdensburgh.....	Schenectady to Ogdensburgh.....	Extinct.
Schoharie Street.....	Village of Schoharie.....	Extinct.
Schuylerville and Upper Hudson.....	Mechanicsville to Fort Edward.....	Formerly Schuylerville and Upper Hudson Railroad, and Upper Hudson; extinct.
Sodus Bay and Corning.....	Savona to Sodus Bay.....	Formerly Sodus Bay, Corning and New York; extinct; fore-closed in 1876.
Syracuse, Phoenix and Oswego.....	Liverpool to N. Y. & O. M. R. R.....	Not in operation.
Transit.....	Buffalo.....	Extinct.
Twenty-third Street.....	New York.....	In operation.
Upper Hudson.....	Schuylerville to Fort Edward.....	Consolidated with S. & U. H. R. R. in 1873.
Utica, Ithaca and Elmira.....	Elmira to Cortland.....	Formerly Ithaca and Cortland, and the Utica, Horseheads and Elmira; in 1878 reorganized as Utica, Ithaca and Elmira Railway.
Watkins and Havana Street.....	Schuylerville to Havana.....	Extinct.
Washington Street and State Asylum.....	Rhinehampton.....	In operation.
Whitestone and Westchester.....	Village of Whitestone.....	Consolidated into Flushing, North Shore and Central in 1874.
1873.		
Amsterdam Street.....	Village of Amsterdam.....	In operation.
Bay Ridge and Sea Shore.....	Bay Ridge and Carnarie.....	Extinct.
Boonville and Port Ontario.....	Boonville to Port Ontario.....	Not in operation.
Boston, Hoosac Tunnel and Albany.....	Stephentown to Albany.....	Formerly Cazenovia and Canastota Railroad; in 1873 changed to Cazenovia, Canastota and De Ruyter.
Cazenovia and Canastota Railway.....	Cazenovia to Canastota.....	Formerly Cazenovia and Canastota, and the Cazenovia, Canastota and De Ruyter Railroad Companies; reorganized in 1876.
Cazenovia, Canastota and De Ruyter.....	Canastota to De Ruyter.....	In operation.
Central Cross-town.....	New York.....	Consolidated into Flushing, North Shore and Central in 1874.
Central Railroad Extension.....	Farmingdale to Fire Island.....	In operation.
Central (State) Island.....	New Brighton to Tollenaville.....	Formerly Blossburgh and Corning; leased to Fall Brook Coal Co.
Christopher and Tenth Street.....	New York.....	Formerly Dunkirk, Warren and Pittsburgh Railroad, and War-
Corning, Cowanesque and Antrim.....	Corning, N. Y., to Antrim, Pa.....	ren and Vincennes (a Pennsylvania corporation); in operation.
Dunkirk, Allegany Valley and Pittsburgh.....	Dunkirk to Oil City, Pa.....	

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Brooklyn and Coney Island.....	1876.	Coney Island to Brooklyn.....	Abandoned.
Buffalo, Erie, Bush and De Ruyter.....		Buffalo to De Ruyter.....	Not in operation.
Cazenovia, Cazenovia and De Ruyter.....		Cazenovia to De Ruyter.....	In 1876 reorganized.
Flatbush, Coney Island and East River.....		Flatbush to Coney Island.....	In 1876 consolidated into Brooklyn Flatbush and Coney Island.
Flatbush, Coney Island Park and Concourse.....		D. & C. Railroad to Newburgh.....	Not in operation.
Geneva, Hornellsville and Pine Creek.....		Prospect Park to Coney Island.....	In 1877 consolidated into Brooklyn Flatbush and Coney Island.
Geneva and Hornellsville.....		Geneva to West Branch, Pa.....	Formerly Geneva and Hornellsville, and the Rochester, Hornellsville and Pine Creek. Not in operation.
Jerome Park Branch.....		Geneva to Hornellsville.....	Formerly Geneva and Southwestern, and Geneva, Southwestern and Hornellsville. In 1876 consolidated into Geneva, Hornellsville and Pine Creek.
Kings Bridge and Yonkers.....		Jerome Park to N. Y. and H. Railroad.....	Not in operation.
Kings County Central.....		Kings Bridge to Yonkers.....	Not in operation.
Manhattan Railroad.....		Brooklyn to Coney Island.....	Leased to New York and Manhattan Beach Railroad.
New York, Bay Ridge and Jamaica.....		New York.....	Not in operation.
New York and Rockaway Beach.....		Bay Ridge to New Lots Road.....	Leased to the New York and Manhattan Beach Railroad.
Niagara Falls Branch.....		New York to Rockaway.....	Abandoned.
Ontario Southern.....		County of Kings.....	Not in operation.
Prospect Park and Flatbush.....		Niagara Falls to R. W. & O. R. R.....	Not in operation.
Sauge Bank.....		Sodus Point to Hall's Corners.....	Formerly Sodus Point and Southern; in operation.
Schenectady and Southwestern.....		County of Kings.....	Not in operation.
West End and Glenwood.....		Brooklyn to Coney Island.....	Not in operation.
		Syracuse to Utica C. & B. R. R.....	Abandoned.
		Union to Binghamton.....	Not in operation.
	1877		
Astoria and Hunter's Point.....		Astoria to Hunter's Point.....	In 1877 reorganized; in operation.
Brooklyn and Coney Island Central.....		Brooklyn to Coney Island.....	Not in operation.
Brooklyn, Flatbush and Coney Island Railway.....		Brooklyn to Coney Island.....	Formerly Flatbush and Coney Island Park and Concourse, and the Coney Island and East River; in operation.
Boston, Albany and Schenectady.....		Schenectady to Peterburgh.....	Not in operation.
Boston, Hoosac Tunnel and Western.....		Tray to Lake Ontario.....	Not in operation.
Buffalo City.....		Buffalo.....	Not in operation.
Buffalo Niagara Slip.....		Buffalo.....	Not in operation.
Chambers Street.....		New York.....	Abandoned.
Coney Island Beach.....		Coney Island.....	Not in operation.
Coney Island High and Low Water Mark.....		Coney Island.....	Not in operation.
Coney Island Surf.....		Coney Island.....	Not in operation.
Forty-second Street Crossover.....		New York.....	Not in operation.
Geneva, Ithaca and Sayre.....		Ithaca to Pennsylvania State line.....	Formerly Geneva, Ithaca and Athens; in operation.
Geneva, Auburn and Western.....		Auburn to Ithaca.....	Operated by Utica, Ithaca and Elmira.
Madison, Aversfort and Coney Island.....		Coney Island.....	Not in operation.
Monroe and Greenwood Lake.....		County of Kings.....	Not in operation.
Newburgh, Dutchess and Connecticut.....		Montic to Greenwood Lake.....	Not in operation.
New York and Manhattan Beach.....		Fishkill to Dutchess.....	Formerly Dutchess and Columbia; in operation.
New York, Brooklyn and Sea Shore.....		Brooklyn to Coney Island.....	In operation.
New York Central Niagara River.....		Brooklyn to Rockaway.....	Not in operation.
New York, Westchester and Putnam.....		N. Y. C. & H. R. R. to Niagara River.....	Leased to N. Y. C. & H. R. R. R. R.
New York, Woodhaven and Rockaway.....		Long Island City to Rockaway Beach.....	Formerly New York and Boston; not in operation.

## LIST OF COMPANIES formed under the Laws of this State—(Continued).

NAME OF ROAD.	Where Located.	Remarks.
Ocean Palace Elevated. ....	Coney Island. ....	Not in operation.
Ogdensburg and Morrisdown. ....	Morrisdown to Ogdensburg. ....	Leased to Utica and Black River.
Orange County. ....	Orange County. ....	Abandoned.
Penn Yan and New York. ....	Penn Yan to Dresden. ....	Not in operation.
Rochester, Nunda and Pittsburgh. ....	Rochester to Pennsylvania State line. ....	Not in operation.
Silver Lake. ....	Galveston to Calcutonia. ....	Formerly Rochester and Pine Creek ; in operation.
Sheephead Bay and Coney Island. ....	Kings county. ....	Not in operation.
South Brooklyn Central. ....	Brooklyn. ....	Formerly South Brooklyn and Park ; in operation.
Syracuse, Chenango and New York. ....	Syracuse to Earlville. ....	Formerly Syracuse and Chenango ; in operation.
Syracuse and Southwestern. ....	Syracuse to U. C. & B. R. R. ....	Project abandoned.
Utica and Ilion Narrow Gauge. ....	Utica to Ilion. ....	Abandoned.
Walkill Valley. ....	Montgomery to Albany. ....	Reorganized ; in operation.
1878.		
Addison, Oscola and Cowanesque Valley. ....	Addison to Pennsylvania State line. ....	Not in operation.
Brooklyn, Coney Island and Rockaway. ....	Brooklyn to Rockaway. ....	Formerly Brooklyn, Flatbush and Coney Island Railroad ; not in operation.
Buffalo and Southwestern. ....	Buffalo to Jamestown. ....	Formerly Buffalo and Jamestown ; in operation.
Buffalo, Syracuse and Albany. ....	Buffalo to Albany. ....	Not in operation.
Canal. ....	Elmira to Horseheads. ....	Not in operation.
Cayuga Southern. ....	Cayuga to Ithaca. ....	Formerly Cayuga ; in operation.
Central Saratoga. ....	Schenectady to Saratoga. ....	Not in operation.
City (Poughkeepsie). ....	Poughkeepsie. ....	Formerly Poughkeepsie City ; in operation.
Coney Island and Rockaway. ....	Coney Island to Rockaway. ....	Not in operation.
Forty-second St., Manhattanville and St. Nicholas Ave. ....	New York. ....	Not in operation.
Genesva and Lyons. ....	Genesva to Lyons. ....	Leased to N. Y. C. & H. R. R. R.
Kings County. ....	Coney Island to Parkville. ....	Not in operation.
Marine. ....	Coney Island. ....	Not in operation.
Metropolitan Elevated. ....	New York. ....	Formerly Gilbert Elevated ; name changed by order of the court ; in operation.
Middle Central. ....	Sodus Bay to Waverly. ....	Not in operation.
New England, New York and Pennsylvania. ....	New Jersey State line to Albany county. ....	Not in operation.
New York, Brooklyn and Sea Beach. ....	Brooklyn to intersection of the New York and Sea Beach Railroad and Bay Ridge. ....	Not in operation.
New York City and Northern. ....	on Manhattan Beach Railroad. ....	Not in operation.
New York, Lake Erie and Western. ....	New York to Buffalo. ....	Not in operation.
New York, Sea Beach and Coney Island. ....	New York to Coney Island. ....	Formerly Erie ; in operation.
Olean, Bradford and Warren. ....	Kings county. ....	Not in operation.
Prospect Park and Clarkson Street. ....	Olean to Pennsylvania State line. ....	In operation.
Rochester and Irondequoit. ....	Town of Flatbush. ....	Not in operation.
Rochester and Irondequoit. ....	Rochester to Irondequoit. ....	Not in operation.
Rockaway Elevated. ....	Flatbush to Rockaway Beach. ....	Not in operation.
Springville and Sardinia. ....	Springville to Sardinia Junction. ....	Not in operation.
Utica, Ithaca and Elmira Railway Company. ....	Elmira to Cortland. ....	Not in operation.
Westchester County. ....	Township of Westchester to Mt. Vernon. ....	In operation. Utica, Ithaca and Elmira Railroad reorganized. Not in operation.

TABLE showing the date when the several railroads of this State were opened for public travel.

1831.	
	Miles opened each year.
The Mohawk and Hudson, 17 miles .....	17
1832.	
The Saratoga and Schenectady, 22 miles, and 1 mile of the New York and Harlem .....	23
1833.	
The New York and Harlem .....	1
1834.	
The Ithaca and Oswego, 29 miles, and 2 miles of the New York and Harlem .....	31
1835.	
The Rensselaer and Saratoga, 25 miles .....	25
1836.	
The Utica and Schenectady, 78 miles .....	78
1837.	
The Tonawanda, 44 miles; the Lewiston, 3 miles; 15 miles of the Long Island, and 2 miles of the New York and Harlem .....	64
1838.	
The Hudson and Berkshire .....	31
1839.	
The Syracuse and Utica, 53 miles, and 2 miles of the New York and Harlem .....	55
1840.	
None.	
1841.	
Forty-six miles of the New York and Erie, and five miles of the Long Island .....	51



## 1842.

Miles opened  
each year.

The Albany and West Stockbridge, 38 miles ; the Auburn  
and Rochester, 78 miles ; the Schenectady and Troy, 21  
miles ; 10 miles of the Long Island, and 6 miles of the  
New York and Harlem ..... 153

## 1843.

The Auburn and Syracuse, 26 miles ; the Attica and Buffalo,  
31 miles, and 7 miles of the New York and Erie ..... 64

## 1844.

Fifty-two miles of the Long Island, and 12 miles of the  
New York and Harlem ..... 64

## 1845.

The Cayuga and Susquehanna, 29 miles ; the Buffalo and  
Niagara Falls, 22 miles ; the Troy and Greenbush, 6  
miles, and the Skaneateles and Jordan, 5 miles ..... 62

## 1846.

Eight miles of the New York and Erie ..... 8

## 1847.

Twenty-five miles of the New York and Harlem ..... 25

## 1848.

The Saratoga and Whitehall, 40 miles ; the Oswego and  
Syracuse, 35 miles ; 140 miles of the New York and  
Erie, and 29 miles of the New York and Harlem ..... 244

## 1849.

The Chemung, 17 miles ; 59 miles of the New York and  
Erie, and 75 miles of the Hudson River ..... 151

## 1850.

The Northern Ogdensburgh, 118 miles ; the New York  
and New Haven, 14 miles ; 78 miles of the New York  
and Erie ; 18 miles of the Watertown and Rome, and 69  
miles of the Hudson River ..... 297

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1851.

Miles opened  
each year.

The Canandaigua and Elmira, 47 miles ; 128 miles of the  
New York and Erie, and 52 miles of the Watertown and  
Rome ..... 227

1852.

The Buffalo and State Line, 69 miles ; the Troy and Boston,  
26 miles ; the Plattsburgh and Montreal, 23 miles ; the  
Sixth Avenue, 4 miles ; 51 miles of the New York and  
Harlem ; 20 miles of the Watertown and Rome, and 44  
miles of the Buffalo, Corning and New York ..... 237

1853.

The Albany Northern, 33 miles ; the Troy and Benning-  
ton, 5 miles ; the Troy Union, 2 miles ; the Canandaigua  
and Niagara Falls, 99 miles ; the Buffalo and New York  
City, 91 miles ; the Rochester, Lockport and Niagara  
Falls, 77 miles ; the Sackett's Harbor and Ellisburgh, 18  
miles, and 46 miles of the Buffalo, Corning and New  
York ..... 371

1854.

The Syracuse and Binghamton, 80 miles ; the Flushing, 8  
miles ; the Brooklyn City, 17 miles, and the Third Av-  
enue, 4 miles ..... 109

1855.

26 miles of the Black River and Utica, and 30 miles of the  
Potsdam and Watertown ..... 56

1856.

9 miles of the Black River and Utica, and  $24\frac{1}{2}$  miles of the  
Potsdam and Watertown ..... 33.50

1857.

2 miles of the Brooklyn City, and 21 miles of the Potsdam  
and Watertown ..... 23

1858.

11 miles of the Buffalo, New York and Erie ..... 11

1859.

	Miles opened each year.
The Genesee Valley, $15\frac{1}{2}$ miles ; the Ninth Avenue, $3\frac{1}{2}$ miles, and the Broadway Railroad of Brooklyn, $4\frac{1}{2}$ miles,	23.50

1860.

The Atlantic and Great Western in New York, 49 miles ; the Staten Island, 13 miles ; 4 miles of the Brooklyn Central and Jamaica ; 5 miles of the Brooklyn City, and 1 mile of the Ninth Avenue.....	72
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1861.

4 miles of the Brooklyn City, and 5 miles of the Warwick Valley .....	9
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1862.

Coney Island and Brooklyn, $10\frac{1}{2}$ miles ; 5 miles of the Brooklyn City and Newtown ; $17\frac{1}{2}$ miles of the Rome, Watertown and Ogdensburgh, and 5 miles of the Warwick Valley.....	38
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1863.

Albany and Susquehanna, 35 miles ; Brooklyn, Bath and Coney Island, 4 miles ; Forty-second Street and Grand Street Ferry, 7 miles ; Rochester City and Brighton, $6\frac{1}{2}$ miles ; Utica City, 2 miles ; Van Brunt Street and Erie Basin, $1\frac{1}{2}$ miles.....	56
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1864.

Albany and Susquehanna, 1 mile ; Broadway and Seventh Avenue, 8 miles ; Brooklyn, Bath and Coney Island, $2\frac{1}{2}$ miles ; Central Park, North and East River, 19 miles ; Forty-second Street and Grand Street Ferry, 1 mile ; Long Island, $5\frac{1}{2}$ miles ; Harlem Bridge, Morrisania and Fordham, 5 miles ; Troy and Cohoes, $3\frac{1}{2}$ miles ; Utica City, 2 miles.....	47.50
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1865.

Adirondack Company, 25 miles ; Albany Railway, 3 miles ; Albany and Susquehanna, 46 miles ; Oswego and Rome, 18 miles ; Saratoga and Hudson River, 26 miles.....	118
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1866.

Miles opened  
each year.

Albany and Susquehanna, 16.52 miles ; Brooklyn and Rock- away Beach, 3.50 miles ; Buffalo, Bradford and Pitts- burgh, 8 miles ; North Shore, 6.25 miles ; Oswego and Rome, 10.58 miles ; Albany Railway, 2.48 miles ; Bleecker Street and Fulton Ferry, 3.50 miles ; Brooklyn City, 0.75 mile ; Dry Dock, East Broadway and Battery, 4.72 miles -----	56.30
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1867.

Albany and Susquehanna, 9.48 miles ; Buffalo, Corry and Pittsburgh, 36.70 miles ; Long Island, 10 miles ; Mid- dletown, Unionville and Water Gap, 6 miles ; Montgom- ery and Erie, 10.27 miles ; New York, Housatonic and Northern, 5 miles ; Schoharie Valley, 4.38 miles ; Utica, Chenango and Susquehanna Valley, 12 miles -----	93.82
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1868.

Albany and Susquehanna, 17 miles ; Black River and Wood- hull, 7.50 miles ; Buffalo, Corry and Pittsburgh, 6.50 miles ; Buffalo and Washington, 16.03 miles ; Long Island, 6 miles ; Middleburgh and Schoharie, 5 miles ; Middletown, Unionville and Water Gap, 7 miles ; Skan- eateles, 5 miles ; South Side, 53 miles ; Utica and Black River, 9.70 miles ; Utica, Chenango and Susquehanna Valley, 31 miles ; Whitehall and Plattsburgh, 15.56 miles,	169.29
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1869.

Adirondack Company, 12 miles ; Albany and Susquehanna,  
17 miles ; Black River and St. Lawrence, 1.75 miles ;  
Black River and Woodhull, 3 miles ; Clove Branch, 4.25  
miles ; Cooperstown and Susquehanna Valley, 16 miles ;  
Dutchess and Columbia, 43 miles ; Far Rockaway  
Branch, 6 miles ; Flushing and North Side, 3 miles ;  
Glen's Falls, 5.77 miles ; Goshen and Deckertown, 11.64  
miles ; Greenwich and Johnsonville, 0.25 mile ; Lake  
Champlain and Moriah, 7 miles ; Lebanon Springs, 57  
miles ; Middleburgh and Schoharie, 75 miles ; New York

Miles opened  
each year.

and Oswego Midland, 100 miles ; Reusselaer and Saratoga, 6 miles ; Rondout and Oswego, 12 miles ; Southern Central, 25 miles ; Southfield Branch, 1 mile ; South Side, 4 miles ; Utica and Black River, 14.36 miles ; Utica, Chenango and Susquehanna Valley, 13 miles ; Valley, 1.50 miles ; Wallkill Valley, 11.50 miles ; Whitehall and Plattsburgh, 4.44 miles..... 370.21

1870.

Adirondack Company, 12 miles ; Black River and St. Lawrence, 11.25 miles ; Buffalo Creek, 3.25 miles ; Carthage, Watertown and Sackett's Harbor, 3.14 miles ; Cazenovia and Canastota, 15 miles ; Cherry Valley, Sharon and Albany, 20.91 miles ; Flushing and North Side, 0.85 mile ; Fonda, Johnstown and Gloversville, 10 miles ; Greenwich and Johnsonville, 13.75 miles ; Hempstead and Rockaway, 5.50 miles ; Lake Champlain and Moriah, 0.18 mile ; Long Island, 35 miles ; Monticello and Port Jervis, 12 miles ; New York and Oswego Midland, 110 miles ; Nyack and Northern, 4.33 miles ; Oswego and Syracuse, 7.64 miles ; Poughkeepsie and Eastern, 15.26 miles ; Rondout and Oswego, 21.03 miles ; Southern Central, 43 miles ; Utica, Chenango and Susquehanna Valley, 11 miles ; Valley, 9.50 miles ; Wallkill Valley, 6 miles ..... 370.59

1871.

Adirondack Company, 11 miles ; Avon, Geneseo and Mount Morris, 3.50 miles ; Buffalo, New York and Philadelphia, 12.06 miles ; Carthage, Watertown and Sackett's Harbor, 4 miles ; Dunkirk, Warren and Pittsburgh, 54.80 miles ; Dutchess and Columbia, 15 miles ; Erie and Genesee Valley, 7 miles ; Greene, 8 miles ; Ithaca and Athens, 35 miles ; Ithaca and Cortland, 20 miles ; Junction, 7.67 miles ; Lackawanna and Susquehanna, 11.75 miles ; Monticello and Port Jervis, 11.75 miles ; New York and Mahopac, 6.97 miles ; New York and Oswego Midland, 54 miles ; Poughkeepsie and Eastern, 5.57 miles ; Rochester and Pine Creek, 6.25 miles ; Rome and Clinton, 13.03 miles ; Rondout and

Miles opened  
each year.

Oswego, 26.97 miles ; Schenectady and Susquehanna, 3 miles ; Southern Central, 27 miles ; Spuyten Duyvil and Port Morris, 6 miles ; Suspension Bridge and Erie Junction, 23.50 miles ; Syracuse and Chenango Valley, 12 miles ; Syracuse Northern, 40 miles ; Utica and Black River, 15.75 miles ; Utica, Chenango and Susquehanna Valley, 1 mile ; Valley, 0.50 mile ; Wallkill Valley, 6.50 miles -----

446.60

## 1872.

Black River and Morristown, 8 miles ; Buffalo, New York and Philadelphia, 59.91 miles ; Cayuga Lake, 12 miles ; Central of Long Island, 22 miles ; Erie and Genesee Valley, 5.25 miles ; Ithaca and Athens, 0.63 mile ; Lackawanna and Susquehanna, 5.70 miles ; Lake Ontario Shore, 1.06 miles ; Middletown and Crawford, 10.22 miles ; New York and Hempstead, 5.50 miles ; New York, Kingston and Syracuse, 14 miles ; New York and Oswego Midland, 72 miles ; Poughkeepsie and Eastern, 21.02 miles ; Schenectady and Susquehanna, 12 miles ; Smithtown and Port Jefferson, 4 miles ; Sodus Point and Southern, 25 miles ; Southern Central, 21 miles ; Syracuse and Chenango Valley, 14 miles ; Syracuse Northern, 4.40 miles ; Utica, Chenango and Susquehanna Valley, 30 miles ; Utica, Ithaca and Elmira, 20 miles ; Wallkill Valley, 8.10 miles -----

375.79

## 1873.

Buffalo Creek, 0.50 mile ; Buffalo and Jamestown, 25 miles ; Buffalo, New York and Philadelphia, 32.55 miles ; Cayuga Lake, 26 miles ; Central Extension, 8 miles ; Clayton and Theresa, 15.86 miles ; Geneva and Ithaca, 40 miles ; Harlem River and Port Chester, 11.80 miles ; Jersey City and Albany, 12.50 miles ; Lackawanna and Susquehanna, 4.26 miles ; Lake Ontario Shore, 50.24 miles ; New York, Boston and Montreal, 20.75 miles ; New York and Canada, 17 miles ; New York and Oswego Midland, 37 miles ; New York and Rockaway, 10 miles ; Rensselaer and Saratoga, 1.41

Miles opened  
each year.

miles ; Rochester, Nunda and Pennsylvania, 10 miles ;  
 Smithtown and Port Jefferson, 15 miles ; Sodus Point  
 and Southern, 10 miles ; South Side, 16 miles ; Utica  
 and Black River, 12.25 miles ; West Troy and Green  
 Island, 1.07 miles ..... 377.19

## 1874.

Buffalo and Jamestown, 5 miles ; Carthage, Watertown  
 and Sackett's Harbor, 12 miles ; Flushing, North Shore  
 and Central, 28.90 miles ; Newtown and Flushing, 4  
 miles ; Rhinebeck and Connecticut, 28 miles ; Rochester,  
 Nunda and Pennsylvania, 10 miles ; Rochester and State  
 Line, 24.10 miles ; Syracuse and Chenango, 17.49 miles ;  
 Syracuse Junction, 7.81 miles ; Utica, Ithaca and Elmira,  
 10 miles ..... 147.30

## 1875.

Bath and Hammondsport, 9.40 miles ; Black River and  
 Morristown, 14.10 miles ; Buffalo and Jamestown, 36.50  
 miles ; Gloversville and Northville, 10 miles ; New Jer-  
 sey and New York, 15.25 miles ; New York and Canada,  
 50.60 miles ; Rhinebeck and Connecticut, 7.20 miles ;  
 Rome, Watertown and Ogdensburgh, 22.55 miles ; Utica,  
 Ithaca and Elmira, 22 miles ..... 187.60

Number of miles of street road built during the year end-  
 ing September 30, 1875 :

Albany, 1.25 miles ; Brooklyn City, 3.50 miles ; Buffalo  
 East Side, 5.30 miles ; Bushwick, 0.50 mile ; Central  
 Crosstown, 2.40 miles ; Elmira and Horseheads, 0.78  
 mile ; Fonda and Fultonville, 1 mile ; Gloversville and  
 Kingsboro, 2.34 miles ; Grand Street and Newtown, 1  
 mile ; Long Island City Shore, 5 miles ; Prospect Park  
 and Coney Island, 0.95 mile ; Rochester City and Brigh-  
 ton, 1.75 miles ; Second Avenue, 1 mile ; South Ferry,  
 0.85 mile ; Washington Street and State Asylum, 2 miles, ..... 29.62

## 1876.

Atlantic and Great Western, 8 miles ; Black River and  
 Morristown, 22 miles ; Flushing, North Shore and Cen-

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Miles opened  
each year.

tral, 1.69 miles ; Garnerville, 0.91 mile ; Gloversville and Northville, 6.83 miles ; Lake Champlain and Mohawk, 0.62 mile ; Lake Shore and Michigan Southern, 1.41 miles ; Long Island, 7.80 miles ; New York, Bay Ridge and Jamaica, 2.25 miles ; Lake Ontario, branch of Rome, Watertown and Ogdensburgh, 89.53 miles ; Southern of Long Island, 0.51 mile.....	141.55
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Number of miles of street railroad laid during the year ending September 30, 1876 :

Albany, 0.25 mile ; Atlantic Avenue, 1.50 miles ; Buffalo and East Side, 0.92 mile ; Bushwick, 3 miles ; Fifth Ward, 0.65 mile ; Grand Street and Newtown, 3 miles ; New York Elevated, 1 mile.....	10.32
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## 1877.

Buffalo Erie Basin, 0.11 mile ; Long Island, 4.21 miles ; New York, Bay Ridge and Jamaica, 5.91 miles ; Rome, Watertown and Ogdensburgh, 2.12 miles .....	12.35
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Number of miles of street railroad laid during the year ending September 30, 1877 :

Central Park, North and East River, 1 mile ; New York Elevated, 0.71 mile ; Troy and Lansingburgh, 0.30 mile ; Utica and Mohawk, 0.50 mile.....	2.51
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## 1878.

Brooklyn, Flatbush and Coney Island.....	7.50
Brooklyn and Rockaway Beach.....	2.65
Cazenovia, Canastota and De Ruyter.....	14.25
Geneva and Lyons.....	16.91
Glendale and East River.....	2.70
Marine.....	1.60
Metropolitan Elevated.....	5.00
New York Elevated.....	6.87
Olean, Bradford and Warren.....	12.53
Rochester and State Line.....	82.53
Syracuse, Geneva and Corning.....	27.25

Total .....	179.79
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Miles opened  
each year.Number of miles of street railroad laid during the year  
ending September 30th, 1878 :

Atlantic Avenue.....	1.25
Broadway (of Brooklyn).....	2.24
Bushwick .....	2.25
One Hundred and Twenty-fifth Street.....	0.25
Rochester City and Brighton.....	1.50
South Brooklyn Central.....	0.50
Washington Street and State Asylum.....	0.25
Total .....	8.24

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**TABULATED RESULTS,**  
**COMPILED FROM**  
**REPORTS**  
**OF**  
**STEAM RAILROAD COMPANIES.**

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TABLE A.  
STOCK AND DEBTS.

NAME OF ROAD.	Date of charter.	(1)	(2)	(3)	(4)
		Amount of capital stock per charter and acts of legislature.	Amount of stock subscribed.	Amount paid in by last report.	Total amount now paid in.
Adirondack .....	Oct. 24, 1863	\$10,000,000 00	\$4,263,000 00	\$4,263,000 00	\$4,263,000 00
Addison, Oseola and Cowanesque Valley .....	Dec. 26, 1877	125,000 00	21,250 00	.....	2,125 00
Albany and Susquehanna .....	April 19, 1851	1,400,000 00	3,500,000 00	.....	3,500,000 00
Albany and Vermont .....	Oct. 6, 1859	600,000 00	600,000 00	600,000 00	600,000 00
Atlantic and Great Western .....	May 18, 1859	50,000,000 00	50,000,000 00	34,675,804 10	34,675,804 10
Avon, Genesee and Mount Morris .....	March 8, 1860	225,000 00	225,000 00	225,000 00	225,000 00
Bath and Hammondsport .....	Jan. 17, 1872	100,000 00	75,000 00	75,000 00	75,000 00
Black River and Morrisstown .....	March 22, 1870	600,000 00	371,000 00	327,462 91	327,462 91
Boston and Albany .....	June 30, 1868	380,000 00	183,500 00	144,358 53	144,358 53
Boston, Albany and Schenectady .....	July 20, 1877	2,000,000 00	20,000,000 00	.....	20,000,000 00
Boston, Hoosac Tunnel and Albany .....	Sept. 9, 1873	260,000 00	51,000 00	5,100 00	5,100 00
Boston, Hoosac Tunnel and Western .....	Feb. 16, 1877	10,000,000 00	34,000 00	3,400 00	22,700 00
Boston, New York and Chicago .....	Nov. 6, 1874	16,000,000 00	2,160,000 00	16,000 00	424,530 00
Brooklyn and Coney Island Central .....	Oct. 5, 1876	500,000 00	333,000 00	33,300 00	33,300 00
Brooklyn, Coney Island and Rockaway .....	Nov. 28, 1877	300,000 00	301,700 00	22,112 60	22,112 60
Brooklyn Elevated Silent Safety .....	May 26, 1874	5,000,000 00	.....	.....	.....
Brooklyn, Flatbush and Coney Island .....	Oct. 5, 1877	300,000 00	564,833 00	60,853 00	60,853 00
Brooklyn and Rockaway Beach .....	Dec. 24, 1883	150,000 00	500,000 00	474,825 00	474,825 00
Buffalo City .....	June 6, 1877	100,000 00	147,500 00	145,500 00	147,500 00
Buffalo Creek .....	Jan. 25, 1869	250,000 00	68,200 00	.....	6,320 00
Buffalo Creek Extension .....	March 30, 1874	50,000 00	250,000 00	248,390 00	248,390 00
Buffalo Crostown .....	Dec. 20, 1873	100,000 00	6,000 00	500 00	500 00
Buffalo Erie Basin .....	July 8, 1876	20,000 00	100,000 00	10,000 00	10,000 00
Buffalo, New York and Erie .....	Oct. 24, 1867	1,500,000 00	20,000 00	2,000 00	2,000 00
Buffalo, New York and Philadelphia .....	April 12, 1871	3,500,000 00	950,000 00	930,000 00	950,000 00
Buffalo Niagara Slip .....	April 6, 1877	20,000 00	2,383,100 00	1,944,630 00	1,968,350 00
Buffalo and Southwestern .....	Dec. 11, 1877	943,800 00	15,100 00	1,510 00	1,510 00
Canal .....	Jan. 29, 1878	10,000,000 00	943,800 00	.....	943,800 00
Canandaigua, Palmyra and Ontario .....	March 20, 1872	60,000 00	1,404,500 00	.....	70,000 00
Carthage, Watertown and Sackett's Harbor .....	Feb. 5, 1869	1,000,000 00	6,750 00	.....	653 00
Cayuga Southern .....	Dec. 3, 1877	425,000 00	41,900 00	6,090 00	6,090 00
Cayuga and Susquehanna .....	April 18, 1843	1,500,000 00	491,700 00	484,933 00	484,933 00
Cazenovia, Canastota and De Ruyter .....	June 17, 1873	1,100,000 00	697,000 00	589,110 00	589,110 00
			614,000 00	614,000 00	614,000 00



TABLE A — (Continued).

NAME OF ROAD.	Date of charter.	(1) Amount of capital stock per charter and acts of legislature.	(2) Amount of stock subscribed.	(3) Amount paid in by last report.	(4) Total amount now paid in.
Metropolitan Elevated	July 1, 1878	\$3,500,000 00	\$655,000 00	.....	\$655,000 00
Metropolitan Transit	Dec. 21, 1874	5,000,000 00	.....	.....	.....
Middle Central	March 29, 1878	100,000 00	.....	.....	85,000 00
Middleburgh and Scholharie	March 29, 1867	100,000 00	91,000 00	\$85,000 00	123,300 00
Middletown and Crawford	Aug. 3, 1868	250,000 00	130,000 00	121,137 54	123,350 00
Middletown, Unionville and Water Gap	May 25, 1866	300,000 00	123,850 00	123,850 00	123,850 00
Midwout, Amersfort and Coney Island	June 29, 1877	275,000 00	10,400 00	2,000 00	2,000 00
Monroe and Greenwood Lake	Dec. 2, 1876	250,000 00	12,000 00	1,200 00	1,200 00
Montgomery and Erie	Jan. 2, 1866	250,000 00	150,000 00	150,000 00	150,000 00
Nanuet and New City	May 23, 1871	80,000 00	25,720 00	25,330 77	25,330 77
Newburgh, Dutchess and Connecticut	Jan. 15, 1877	1,100,000 00	887,350 00	.....	887,350 00
Newburgh and New York	Feb. 10, 1865	c 500,000 00	c 500,000 00	c 500,000 00	c 500,000 00
New England, New York and Pennsylvania	Feb. 29, 1878	1,187,400 00	1,187,400 00	1,187,400 00	1,187,400 00
New Jersey and New York	March 8, 1871	5,000,000 00	1,325,000 00	1,325,000 00	1,325,000 00
Newtown and Flushing	Nov. 14, 1866	b 250,000 00	b 42,700 00	b 42,700 00	b 42,700 00
New York and Albany	Nov. 20, 1875	5,000,000 00	156,100 00	15,610 00	15,610 00
New York, Bay Ridge and Jamaica	Nov. 20, 1875	5,000,000 00	300,000 00	102,540 00	102,540 00
New York, Brooklyn and Sea Shore	Jan. 4, 1877	700,000 00	91,700 00	62,000 00	62,000 00
New York and Canada	March 6, 1872	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River	Nov. 1, 1869	89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00
New York Central and Niagara River	March 26, 1877	150,000 00	104,000 00	10,400 00	10,400 00
New York City and Northern	Dec. 5, 1873	2,250,000 00	4,233,425 00	1,083,125 00	1,083,125 00
New York Elevated	Dec. 5, 1871	10,000,000 00	4,233,425 00	3,191,125 00	3,191,125 00
New York and Harlem	April 25, 1863	10,000,000 00	9,450,000 00	9,450,000 00	9,450,000 00
New York, Honesatole and Northern	Oct. 6, 1863	b 3,000,000 00	b 389,200 00	b 261,200 00	b 261,200 00
New York, Lake Erie and Western	April 27, 1878	500,000 00	265,000 00	265,000 00	265,000 00
New York and Mahoning	March 7, 1871	500,000 00	500,000 00	485,500 00	485,500 00
New York and Manhattan Beach	Oct. 24, 1876	500,000 00	500,000 00	.....	.....
New York and New England	May 9, 1873	15,500,000 00	15,500,000 00	15,500,000 00	15,500,000 00
New York, New Haven and Hartford	Jan. 11, 1833	10,000,000 00	7,707,500 00	6,800,522 29	6,800,522 29
New York and Oswego Midland	Dec. 30, 1873	b 500,000 00	5,000 00	500 00	500 00
New York Quick Transit	Sept. 25, 1876	b 850,000 00	.....	.....	.....
New York, Sea Beach and Coney Island	Dec. 30, 1870	100,000 00	.....	.....	.....
New York and Rockaway	Dec. 1, 1875	100,000 00	.....	.....	.....
New York and Rockaway Beach	Dec. 1, 1875	100,000 00	.....	.....	.....
New York and South Side	Dec. 29, 1873	10,000,000 00	5,000 00	500 00	500 00
New York Underground Extension	Dec. 29, 1873	10,000,000 00	5,000 00	500 00	500 00



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New York, Westchester and Boston.....	March 30, 1872	1,000,000 00	200,300 00	57,530 00	57,530 00
New York, Westchester and Putnam.....	July 3, 1877	5,300,000 00	45,100 00	45,100 00	45,100 00
New York, West Shore and Rockaway.....	July 13, 1870	10,000,000 00	48,000 00	1,000,000 00	1,000,000 00
New York, Woodhuyten and Rockaway.....	March 31, 1877	600,000 00	1,000,000 00	1,000,000 00	1,000,000 00
New York, Bridge and Canandaigua.....	Aug. 25, 1858	1,000,000 00	1,400 00	1,400 00	1,400 00
Stagaiton Falls Branch.....	Dec. 24, 1875	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Stagaiton of New Jersey.....	Nov. 25, 1868	75,000 00	70,000 00	78,250 00	78,250 00
Norfolk and Northern.....	Dec. 15, 1876	40,000 00	600 00	600 00	600 00
Synack and Erie.....	June 18, 1878	3,077,000 00	3,077,000 00	5,077,000 00	5,077,000 00
Ocean Palace Elevated.....	June 15, 1884	111,800 00	111,800 00	111,800 00	111,800 00
Ogdensburg and Lake Champlain.....	Sept. 11, 1877	100,000 00	100,000 00	100,000 00	100,000 00
Ogdensburg and Morrislow.....	Oct. 17, 1877	600,000 00	558,300 00	558,300 00	558,300 00
Ocean, Bradford and Warren.....	June 28, 1875	300,000 00	300,000 00	300,000 00	300,000 00
Ontario Southern.....	Aug. 25, 1877	1,320,400 00	1,320,400 00	1,320,400 00	1,320,400 00
Orange County.....	April 11, 1863	2,286,000 00	2,286,000 00	2,286,000 00	2,286,000 00
Oswego and Rome.....	April 29, 1859	330,000 00	6,000 00	600 00	600 00
Pennsylvania and Erie Coal and Railway Company.....	July 19, 1875	1,000,000 00	1,000,000 00	724,276 93	724,276 93
Penn Yan and Geneva.....	Aug. 24, 1877	60,000 00	60,000 00	850,000 00	850,000 00
Penn Yan and New York.....	July 8, 1875	850,000 00	850,000 00	6,854,100 00	6,854,100 00
Port Jervis and Monticello.....	May 15, 1875	300,000 00	300,000 00	614,500 00	614,500 00
Poughkeepsie, Hartford and Boston.....	April 14, 1852	1,000,000 00	977,500 00	585,200 00	585,200 00
Rensselaer and Saratoga.....	June 29, 1870	800,000 00	400,000 00	400,000 00	400,000 00
Rhinebeck and Connecticut.....	July 2, 1851	2,500,000 00	85,000 00	25,234 30	25,234 30
Rochester and Genesee Valley.....	June 27, 1877	370,000 00	370,000 00	275,000 00	275,000 00
Rochester, Nunda and Pittsburgh.....	Oct. 6, 1869	10,000,000 00	3,147,600 00	3,147,600 00	3,147,600 00
Rochester and State Line.....	Nov. 15, 1877	300,000 00	4,400 00	4,400 00	4,400 00
Rockaway Elevated.....	June 3, 1869	500,000 00	450,000 00	450,000 00	450,000 00
Rome, Watertown and Ogdensburg.....	April 11, 1890	100,500 00	100,500 00	100,500 00	100,500 00
Rye Lake.....	Feb. 16, 1881	100,000 00	100,000 00	100,000 00	100,000 00
Saratoga and Schenectady.....	July 15, 1873	100,000 00	100,000 00	100,000 00	100,000 00
Schenectady and Duaneburgh.....	April 13, 1874	100,000 00	100,000 00	100,000 00	100,000 00
Schoharie Valley.....	Aug. 2, 1876	25,800 00	25,800 00	2,580 00	2,580 00
Sedge Bank.....	June 2, 1877	125,000 00	125,000 00	125,000 00	125,000 00
Sheep-head Bay and Coney Island.....	July 19, 1869	77,800 00	77,800 00	77,800 00	77,800 00
Silver Lake.....	April 17, 1846	200,000 00	191,350 00	95,227 00	95,227 00
Skaneateles.....	June 9, 1870	3,000,000 00	2,248,200 00	1,790,234 94	1,790,234 94
Smithtown and Port Jefferson.....	Nov. 17, 1885	60,000 00	291,600 00	49,800 00	49,800 00
Southern Hempstead Branch.....	Nov. 14, 1884	750,000 00	291,600 00	291,600 00	291,600 00
Southern of Long Island.....	Sept. 25, 1874	10,000 00	10,000 00	1,000 00	1,000 00
Southfield Branch.....	Sept. 18, 1868	500,000 00	500,000 00	888,000 00	888,000 00
Springville and Sardinita.....	May 6, 1878	500,000 00	36,200 00	210,000 00	210,000 00
Springville and Port Morris.....	March 4, 1869	900,000 00	900,000 00	80,000 00	80,000 00
Starling Island.....	Oct. 18, 1851	500,000 00	500,000 00	500,000 00	500,000 00
Sterling Mountain.....	May 18, 1854	2,004,000 00	2,004,000 00	2,004,000 00	2,004,000 00
Suspension Bridge and Erie Junction.....	April 16, 1858	801,400 00	801,400 00	801,400 00	801,400 00
Syracuse, Binghamton and New York.....	Oct. 30, 1857	1,200,000 00	1,175,700 00	1,125,200 00	1,125,200 00
Syracuse, Chenango and New York.....	July 7, 1877	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Syracuse, Geneva and Corning.....	Aug. 27, 1875	100,000 00	100,000 00	100,000 00	100,000 00
Syracuse Junction.....	June 9, 1873	100,000 00	100,000 00	100,000 00	100,000 00

TABLE A — (Continued).

NAME OF ROAD.	Date of charter.	(1) Amount of capital stock per charter and acts of legislature.	(2) Amount of stock subscribed.	(3) Amount paid in by last report	(4) Total amount now paid in.
Syracuse, Phoenix and Oswego.....	Nov. 19, 1871	\$500,000 00	\$120,700 00	\$97,150 00	\$97,150 00
Tioga and Savonia.....	April 21, 1875	400,000 00	.....	.....	.....
Troy and Bennington.....	May 27, 1861	80,000 00	75,400 00	75,400 00	75,400 00
Troy and Boston.....	Nov. 29, 1849	2,000,000 00	1,645,608 78	1,609,010 00	1,609,010 00
Troy and Greenbush.....	May 14, 1845	275,000 00	274,400 00	274,400 00	274,400 00
Troy Union.....	July 21, 1861	30,000 00	30,000 00	30,000 00	30,000 00
Ulster and Delaware.....	May 1, 1875	1,250,000 00	1,152,100 00	1,152,100 00	1,152,100 00
Union.....	Jan. 20, 1881	50,000 00	50,000 00	50,000 00	50,000 00
Utica and Black River.....	May 22, 1881	2,000,000 00	1,775,100 00	1,771,730 00	1,771,730 00
Utica, Chenango and Cortland.....	April 9, 1870	800,000 00	348,000 00	297,000 00	297,000 00
Utica, Chenango and Susquehanna Valley.....	Jan. 11, 1866	4,000,000 00	4,600,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton.....	March 25, 1868	1,000,000 00	610,325 70	610,325 70	610,325 70
Utica and Fair Ground.....	March 12, 1875	50,000 00	.....	.....	.....
Utica and Ilion Narrow Gauge.....	Jan. 3, 1877	130,000 00	.....	.....	.....
Utica, Ithaca and Elmira.....	May 10, 1878	2,000,000 00	2,000,000 00	.....	2,000,000 00
Valley.....	March 4, 1869	750,000 00	750,000 00	750,000 00	750,000 00
Walkill Valley.....	July 2, 1877	330,000 00	330,000 00	330,000 00	330,000 00
Warwick Valley.....	March 8, 1860	225,000 00	225,000 00	225,000 00	225,000 00
Waverly and State Line.....	June 11, 1867	10,000 00	10,000 00	10,000 00	10,000 00
Westchester County.....	March 21, 1878	500,000 00	.....	.....	.....
West Shore Hudson River.....	March 31, 1868	4,500,000 00	6,526,700 00	6,526,700 00	6,526,700 00
West Troy and Green Island.....	Oct. 15, 1870	30,000 00	30,000 00	3,290 00	3,290 00
Total.....		\$502,034,810 00	\$430,633,777 48	\$389,585,563 81	\$409,943,754 25

a From report of 1874.

d Capital stock not stated in charter.

e From report of 1873.

b From report of 1873.

f See Erie.

g From report of 1876.

h From articles of association.

i From report of Buffalo, Bradford and Pittsburgh for 1868.

j Not incorporated under laws of State of New York.

TABLE A — (Continued).

(5)	(6)	(7)	(8)	(9)	(10)
Funded debt as by last report.	Total amount low of funded debt.	Floating debt as by last report.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Average rate per annum of inter- est on funded debt.
Adirondack.....	\$6,000,000 00	\$1,971,734 08	\$1,971,734 08	\$7,971,734 08	at 7 per cent.
Albany and Susquehanna.....	6,045,000 00			6,045,000 00	7
Atlantic and Great Western.....	68,591,811 28	6,476,128 80	f	68,590,811 28	7
Avon, Genesee and Mount Morris.....	20,000 00			20,000 00	7
Bath and Hammondsport.....	38,000 00	3,452 00	1,500 00	39,500 00	7
Black River and Morristown.....	500,000 00			500,000 00	7
Black River and St. Lawrence.....			136 00	136 00	
Boston and Albany.....	7,000,000 00	1,008,066 75	541,125 25	7,541,125 25	6 and 7
Boston, Hoosac Tunnel and Albany.....			3,100 00	3,100 00	
Boston, Hoosac Tunnel and Western.....	80,000 00		68,886 50	68,886 50	7
Brooklyn, Bath and Coney Island.....	604,000 00			604,000 00	7
Brooklyn, Flatbush and Coney Island.....	80,000 00			80,000 00	7
Brooklyn and Rockaway Beach.....	d 580,000 00	7,000 00	160,868 35	764,868 35	7
Buffalo, Bradford and Pittsburgh.....	19,500 00			d 580,000 00	7
Buffalo City.....			847 37	20,047 37	7
Buffalo Creek.....		107,633 74	98,208 38	98,208 38	
Buffalo Erie Basin.....		11,043 19	11,563 19	11,563 19	
Buffalo, New York and Erie.....	2,380,000 00			2,380,000 00	7
Buffalo, New York and Philadelphia.....	3,807,500 00	1,076,308 89	711,339 29	4,518,839 29	6 gold; 10 enr.
Buffalo and Southwestern.....	1,548,708 67		107,043 10	1,557,401 77	6 gold.
Carthage, Watertown and Sackett's Harbor.....	300,000 00			300,000 00	7 per cent.
Cayuga Southern.....			30,190 20	30,190 20	
Cazenovia.....	600,000 00	3,636 48	7,250 89	607,250 89	7
Chautauqua Lake.....		567 43	567 43	567 43	
Cherry Valley, Sharon and De Ruyter.....	10,000 00			10,000 00	
Clayton and Albany.....	200,000 00	19,123 81	19,123 81	219,123 81	7
Clive Branch.....			7,500 00	7,500 00	
Cooperstown and Susquehanna Valley.....	140,000 00	3,481 00	2,667 71	138,667 71	7
Corning, Conquesque and Antrim.....	500,000 00	69,349 92		500,000 00	7
Dunkirk and Middletown.....	60,000 00	12,855 00		72,855 00	7
Dunkirk, Allegheny Valley and Pittsburgh.....	3,200,000 00	182,285 79	182,285 89	3,388,522 89	7
Elmira State Line.....	160,000 00			160,000 00	7
Elmira and Williamsport.....	1,620,000 00			1,620,000 00	64
Erie.....	54,271,814 00	1,887,216 11	698,705 77	54,911,519 77	7
Erie and Genesee Valley.....	120,000 00			120,000 00	7
Flushing, North Shore and Central.....	3,153,182 86	1,341,773 61	1,341,773 61	4,494,956 57	7



TABLE A — (Continued).

NAME OF ROAD.	(5) Funded debt as by last report.	(6) Total amount now of funded debt.	(7) Floating debt as by last report.	(8) Total amount now of funded and floating debt.	(9) Total amount now of funded and floating debt.	(10) Average rate per annum of inter- est on funded debt.
Fonda, Johnstown and Gloversville.....	\$300,000 00	\$300,000 00	\$46,328 89	\$34,616 77	\$334,646 77	7 per cent.
Geneva, Hornellsville and Pine Creek.....	600,000 00	600,000 00	81,087 14	40,000 00	40,000 00	7
Geneva, Ithaca and Sayre.....	.....	.....	.....	192,248 86	792,248 86	7
Geneva and Lyons.....	.....	.....	.....	307,225 61	307,225 61	7
Glenale and East River.....	.....	.....	.....	158,050 88	158,050 88	7
Glen's Falls.....	10,000 00	10,000 00	29,230 71	.....	10,000 00	7
Gloversville and Northville.....	200,000 00	200,000 00	36,297 00	36,125 57	232,155 57	7
Goshen and Deckertown.....	246,500 00	246,500 00	.....	85 50	246,500 00	7
Greene.....	900,000 00	900,000 00	.....	48,338 34	200,085 50	7
Greenwich and Johnsonville.....	185,500 00	185,500 00	85 50	.....	233,928 24	7
Harlem Extension.....	e 4,000,000 00	e 4,000,000 00	478,483 21	478,483 21	e 4,000,000 00	6 1/2
Harlem River and Port Chester.....	2,000 000 00	2,000,000 00	127,804 34	127,804 34	2,479,483 21	7
Hudson Suspension Bridge and New England.....	.....	.....	.....	.....	617,090 00	7
Ithaca, Auburn and Western.....	569,990 00	517,090 00	3,700 00	7,000 00	82,000 00	7
Kings County Central.....	25,000 00	75,000 00	.....	.....	73,000 00	7
Lake Champlain and Moriah.....	104,000 00	75,000 00	214 58	.....	73,000 00	7
Lake Shore and Michigan Southern.....	36,000,000 00	35,750,000 00	.....	.....	35,750,000 00	7
Long Island.....	1,831,750 00	1,831,750 00	962,367 31	1,157,960 70	8,039,610 70	7
Metropolitan Elevated.....	7,500,000 00	7,500,000 00	.....	.....	7,500,000 00	6 1/2
Middle Central.....	.....	.....	.....	15 00	15 00	7
Middleburgh and Schoharie.....	18,000 00	18,000 00	200 00	200 00	18,200 00	7
Middleburgh and Crawford.....	82,000 00	80,300 00	.....	.....	80,300 00	7
Middletown, Unionville and Water Gap.....	400,000 00	400,000 00	.....	.....	400,000 00	7
Montgomery and Erie.....	170,500 00	170,500 00	.....	.....	170,500 00	7
Nanuet and New City.....	.....	.....	.....	.....	53,497 74	7
Newburgh, Dutchess and Connecticut.....	1,161,000 00	1,164,500 00	.....	.....	53,497 74	7
Newburgh and New York.....	d 250,000 00	d 250,000 00	159,988 03	191,988 42	2,357,458 42	7
New Jersey and New York.....	1,034,500 00	1,031,500 00	.....	.....	d 230,000 00	7
Newtown and Flushing.....	c 150,000 00	c 150,000 00	416,813 71	416,813 71	1,451,313 71	7
New York Bay Ridge and Jamaica.....	182,200 00	200,000 00	83,063 74	.....	c 130,000 00	7
New York Brooklyn and Sea Shore.....	15,000 00	18,500 00	.....	.....	200,000 00	7
New York and Canada.....	4,000,000 00	4,000,000 00	15,000 00	25,600 00	42,100 00	7
New York Central and Hudson River.....	39,801,233 38	39,801,233 33	263,594 93	26,938 68	4,026,838 08	6
New York City and Northern.....	1,740,000 00	500,000 00	534,212 22	632,060 56	40,433,283 29	6 1/2
New York Elevated.....	.....	4,821,000 00	70,000 00	.....	4,800,000 00	7
New York and Harlem.....	10,617,322 00	10,617,322 00	700,000 00	700,000 00	11,317,322 00	7

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	6 349,000 00	6 325,374 37	6 325,374 37	7 gold.
New York, Housatonic and Northern.....	6 349,000 00	6 325,374 37	6 325,374 37	7
New York, Lake Erie and Western.....	500,000 00	400,000 00	400,000 00	7
New York and Manhattan Beach.....	825,000 00	43,000 00	874,000 00	7
New York, New Haven and Hartford.....	16,073,500 00	239,809 15	395,204 02	7
New York and Oswego.....	16,073,500 00	6,513,653 36	6,513,614 10	7
New York and Ontario.....	6 250,000 00	70,000 00	70,000 00	7
New York and Rockaway.....	6 250,000 00	222,702 30	222,702 30	7
New York and Sea Beach.....	5,019,210 12	400,000 00	400,000 00	7
New York, Westchester and Boston.....	400,000 00	302,120 50	302,120 50	7
New York, West Shore and Chicago.....	157,500 00	157,500 00	157,500 00	7
Norfolk and Western.....	950,000 00	148,333 31	297,292 37	7
Ogdenburg and Lake Champlain.....	994,200 00	1,035,613 81	1,035,613 81	7
Ontario Southern.....	612,100 00	25,415 00	612,157 50	7
Oswego and Rome.....	401,500 00	37 50	37 50	7
Oswego and Syracuse.....	461,500 00	31,032 86	43,767 89	7
Pennsylvania and Erie Coal and Railway.....	530,000 00	9,500 00	16,000 00	7
Pennsylvania and Monticello.....	535,000 00	20,000 00	576,035 41	7
Poughkeepsie, Hartford and Boston.....	2,000,000 00	41,035 41	2,000,000 00	7
Rensselaer and Saratoga.....	800,000 00	77,407 77	877,407 77	7
Rhinebeck and Connecticut.....	400,000 00	473,301 90	473,301 90	7
Rochester, Nunda and Pittsburgh.....	1,185,000 00	9,000 00	9,000 00	7
Rochester and State Line.....	2,315,500 00	634,583 24	608,688 17	7
Rockaway Elevated.....	20,000 00	3,088 87	3,788 87	7
Rome and Clinton.....	7,745,800 00	1,000 00	1,000 00	7
Rome, Watertown and Ogdenburg.....	7,000 00	9,000 00	9,000 00	7
Rye Lake.....	500,000 00	3,466 76	3,466 76	7
Schenectady and Duaneburg.....	34,500 00	3,818 89	3,818 89	7
Schoharie Valley.....	15,000 00	461,990 49	461,990 49	7
Silver Lake.....	87,000 00	410,269 60	380,987 26	7
Skaneateles.....	600,000 00	5,300 00	5,300 00	7
Southtown and Port Jefferson.....	2,540,125 00	147 837 13	140,862 13	7
Southern Central.....	64,300 00	278,783 78	461,065 83	7
Southern Hempstead Branch.....	2,820,550 00	682,297 57	682,297 57	7
Southern of Long Island.....	300,000 00	10,000 00	10,000 00	7
Staten Island.....	350,000 00	351,976 78	436,022 16	7
Stirling Mountain.....	1,000,000 00	131,963 80	57,982 08	7
Suspension Bridge and Erie Junction.....	2,119,525 00	145,923 73	146,103 35	7
Syracuse, Binghamton and New York.....	28,400 00	145,923 73	146,103 35	7
Syracuse, Chenango and New York.....	1,000,000 00	800,000 00	800,000 00	7
Syracuse, Geneva and Corning.....	350,000 00	800,000 00	800,000 00	7
Syracuse Junction.....	80,500 00	2,179,500 00	2,179,500 00	7
Syracuse, Phoenix and Oswego.....	2,179,500 00	640,000 00	640,000 00	7
Troy and Binghamton.....	1,342,500 00	1,473,500 00	1,473,500 00	7
Troy and Boston.....	1,112,000 00	1,112,000 00	1,112,000 00	7
Troy Union.....	800,000 00	800,000 00	800,000 00	7
Union and Delaware.....	1,112,000 00	800,000 00	800,000 00	7
Union.....	800,000 00	800,000 00	800,000 00	7
Utica and Black River.....	800,000 00	800,000 00	800,000 00	7
Utica, Chenango and Susquehanna Valley.....	800,000 00	800,000 00	800,000 00	7
Utica, Clinton and Binghamton.....	800,000 00	800,000 00	800,000 00	7
Valley.....	800,000 00	800,000 00	800,000 00	7

TABLE A — (Continued).

NAME OF ROAD.	(5)	(6)	(7)	(8)	(9)	(10)
	Funded debt as by last report.	Total amount now of funded debt.	Floating debt as by last report.	Total amount now of floating debt.	Total amount now of funded and floating debt.	Average rate per annum of interest on funded debt.
Walkill Valley .....	\$200,000 00	\$332,000 00	\$45,258 81	\$90,054 18	\$622,054 18	7 per cent. 7
Warwick Valley .....	60,000 00	60,000 00	.....	.....	60,000 00	
Waverly and State Line .....	.....	.....	54,398 05	54,398 05	54,398 05	
West Shore Hudson River .....	.....	.....	661,913 32	661,913 32	661,913 32	
Total .....	\$329,679,226 06	\$338,034,527 14	\$30,041,900 40	\$22,401,437 64	\$390,436,964 78	

a From report of 1874.  
b From report of 1873.

c From report of 1875.  
d From report of 1863.

e From report of 1872.  
f See report.

g From report of Buffalo, Bradford and Pittsburgh for 1868.

TABLE B.  
COST OF ROAD AND EQUIPMENT.

NAME OF ROAD.	Gravitation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Adirondack.....	d \$1,603,629 22	d \$1,603,629 22	d \$100,751 50	d \$100,751 50	d \$650,233 58	d \$650,233 58
Albany and Susquehanna (lessee).....	1,940,826 46	1,919,826 46	238,919 13	238,919 13	1,470,832 44	1,470,832 44
Albany and Susquehanna (lessee).....	323,319 68	323,319 68	14,302 02	14,302 02	1,284,106 77	1,284,106 77
Albany and Vermont.....	6,600,000 00	6,600,000 00	.....	.....	.....	.....
Atlantic and Great Western.....	71,357,623 70	71,357,623 70	.....	.....	.....	.....
Atlantic and Great Western (receiver).....	9,312 50	13,930 11	27,085 45	30,030 72	80,643 88	97,113 67
Aron, Genesee and Mount Morris.....	6,245,000 00	6,245,000 00	.....	.....	.....	.....
Bath and Hammondsport.....	27,014 79	27,114 79	11,501 75	11,504 78	46,354 25	46,450 95
Black River and Morrisdown.....	261,039 48	261,183 08	13,680 80	13,680 80	304,467 57	304,467 57
Black River and St. Lawrence.....	87,542 84	87,542 84	.....	.....	.....	.....
Boston and Albany.....	6,333,343 95	6,333,343 95	1,182,731 13	1,182,731 13	5,795,293 04	5,795,293 04
Boston, Hoosac Tunnel and Western.....	.....	149,104 57	.....	156,688 42	.....	137,339 35
Brooklyn, Bath and Coney Island.....	87,616 54	88,834 85	.....	.....	.....	138,747 95
Brooklyn, Flatbush and Coney Island.....	.....	283,871 19	.....	28,274 91	.....	.....
Brooklyn and Rockaway Beach.....	88,716 24	88,716 24	.....	.....	.....	.....
Buffalo City.....	14,109 53	5,000 00	.....	.....	.....	50,000 00
Buffalo Erie Basin.....	10,003 19	10,003 19	10,455 52	10,455 52	148,368 58	150,225 23
Buffalo, New York and Erie.....	3,820,000 00	3,820,000 00	3,500 00	3,500 00	.....	.....
Buffalo, New York and Philadelphia.....	1,937,208 39	1,937,208 39	.....	.....	.....	.....
Buffalo and Southwestern.....	7,707,516 73	1,933,749 91	258,751 14	265,276 33	1,773,736 57	1,820,059 31
Carthage, Watertown and Sackett's Harbor.....	692,650 06	692,650 06	9,891,707 83	.....	9,108,478 66	23,897 45
Cayuga Southern.....	169,074 49	169,074 49	.....	.....	.....	.....
Cayuga and Susquehanna.....	350,100 00	350,100 00	29,063 39	29,063 39	283,477 04	283,477 04
Cazenovia, Canastota and De Ruyter.....	6,800,000 00	6,800,000 00	2,400 00	2,400 00	125,000 00	125,000 00
Chemung.....	6,800,000 00	6,800,000 00	.....	.....	.....	.....
Cherry Valley, Sharon and Albany.....	75,019 45	75,019 45	.....	.....	.....	.....
Clayton and Theresa.....	616,300 00	616,300 00	331 36	331 36	143,419 09	143,419 09
Clove Branch.....	235,610 12	235,610 12	.....	.....	.....	.....
Coopersdown and Susquehanna Valley.....	61,606,000 00	61,606,000 00	16,751 45	16,751 45	142,906 91	142,906 91
Corning, Cohanessque and Antrim.....	13,350 00	13,350 00	.....	.....	.....	.....
Delhi and Middletown.....	473,272 21	473,272 21	7,315 67	7,315 67	.....	.....
Delaware and Hudson Canal Co., L. & S. Railroad.....	64,804,235 67	64,811,423 99	50,349 05	50,349 05	386,084 45	386,084 45
Dunkirk, Allegheny Valley and Pittsburgh.....	6,500,000 00	6,500,000 00	.....	.....	.....	.....
Elmira, Jefferson and Canandaigua.....	68,100 97	68,100 97	11,078 93	11,078 93	.....	86,138 31
Elmira and State Line.....	.....	.....	.....	.....	.....	.....

TABLE B—(Continued).

NAME OF ROAD.	Graduation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Elmira and Williamsport.....	\$2,298,000 00	\$2,293,000 00		\$358,771 75	\$7,801,873 71	\$8,001,808 83
Erie International.....	3,719,875 30	3,712,951 75				
Erie and Genesee Valley.....		6,282,516 55				
Flushing, North Shore and Central.....	3,651,813 47	3,651,813 47				
Fonda, Johnson and Gloversville.....	189,643 15	199,643 15		11,067 74	112,885 51	112,885 51
Garnerville.....	19,233 80	19,233 80		5,322 10	9,587 38	9,587 38
Geneva, Hornellsville and Pine Creek.....	247,978 68	247,978 68				
Geneva, Ithaca and Sayre.....	1,321,545 84	1,330,914 24				
Geneva and Lyons.....		63,285 46				
Glenale and East River.....	8,345 57	17,082 73		3,367 54		189,495 40
Glen's Falls.....	b 250,000 00	b 250,000 00				38,496 38
Gloversville and Northville.....	57,945 19	57,945 19		2,932 43	136,923 76	136,923 76
Goshen and Deckertown.....	115,340 00	115,340 00		4,150 00	117,079 63	117,079 63
Greene.....	107,923 43	107,923 43		45,236 49	101,115 08	101,115 08
Greenwich and Johnsonville.....	100,609 09	100,609 09		28,264 79	132,386 74	132,386 74
Harlem Extension.....		f 12,650 00				
Harlem Extension (lessee).....	646,188 38	646,188 38		296,157 91	422,440 96	422,440 96
Harlem River and Port Chester.....	b 1,480,090 00	b 1,487,050 00				
Ithaca, Auburn and Western.....	314,423 94	41,922 04			372,322 72	
Jersey City and Albany.....		116,653 61		1,380 00	91,642 86	91,642 86
Junction.....	116,653 61	116,653 61		23,068 86	78,935 69	
Lake Champlain and Moriah.....	65,435,776 78	65,593,776 78				
Lake Shore and Michigan Southern.....	13,547 81	13,647 81		10,259 31	13,396 11	13,617 30
Lockport and Buffalo.....		4,841,862 59				
Long Island.....	4,836,498 38	6,383 16				
Marine.....		b 8,156,000 00				5,494 33
Metropolitan Elevated.....	97,000 00	97,000 00				
Middleburgh and Schoharie.....	51,328 96	51,328 96				
Middletown and Crawford.....	113,221 96	113,221 96		1,030 15	103,025 33	103,025 33
Middletown, Unionville and Water Gap.....	101,636 67	101,636 67		12,180 80	164,546 96	164,546 96
Montgomery and Erie.....	22,233 09	22,233 09		3,068 84	120,140 51	120,140 51
Nauet and New City.....	b 174,330 73	b 2,253,984 27			50,351 39	50,351 39
Newburgh, Dutchess and Connecticut.....	750,000 00	750,000 00				
Newburgh and New York.....	9,21,721 88	9,21,721 88		61,989 10	1,205,722 14	1,205,722 14
New Jersey and New York.....	k 160,000 00	k 160,000 00				
Newtown and Flushing.....	4,709 90	4,709 90				
New York and Albany.....	85,425 59	97,301 35			70,743 08	81,472 65
New York, Bay Ridge and Jamaica.....						



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New York and Canada.....	4,922,497 13	4,922,497 13	4,005,012 44	2,085,208 04	2,085,208 04
New York Central and Hudson River.....	19,591,457 25	19,591,457 25	9,028,026 21	9,028,026 21	9,028,026 21
New York Central Niagara River.....	6,430 00	6,430 00		13,850 50	13,850 50
New York City and Northern.....			6,187,525 00		
New York City and Southern.....	2,673,690 17	2,673,690 17	20,440,844 01		
New York Elevated.....	20,371,155 11	20,371,155 11	20,442,662 11	68,113 51	68,113 51
New York and Harlem.....	3,344,537 17	3,344,537 17	14,755 49	14,755 49	14,755 49
New York, Massachusetts and Northern.....			4,410 37		
New York, Lake Erie and Western.....	113,073 50	113,073 50	113,073 50		
New York, Lake Erie and Western.....	13,333 70	13,333 70	15,542 36		
New York and Manhattan Beach.....	13,578,547 38	13,578,547 38	13,578,547 38		
New York, New Haven and Hartford.....	12,632,998 80	12,632,998 80	12,632,998 80		
New York and Oswego Midland.....	3,350,000 00	3,350,000 00			
New York and Rockaway.....					
New York and Sea Beach.....					
New York, Westchester and Boston.....	54,983 35	54,983 35			
New York, West Shore and Chicago.....	173,478 51	173,478 51			
Niagara Bridge and Canandaigua.....	1,000,000 00	1,000,000 00			
Northern of New Jersey.....	77,513 04	77,513 04			
Norfolk and Northern.....	1,824,822 87	1,824,822 87			
Ogdensburg and Lake Champlain.....					
Ogdensburg and Morristown.....					
Olean, Bradford and Warren.....	33,431 23	33,431 23			
Ontario Southern.....	43,947 82	43,947 82			
Oswego and Rome.....	949,315 35	949,315 35			
Oswego and Syracuse.....	340,549 37	340,549 37			
Port Jervis and Monticello.....	78,701 35	78,701 35			
Poughkeepsie, Hartford and Boston.....	2,620,603 07	2,620,603 07			
Rensselaer and Saratoga (lessee).....	2,324,325 36	2,324,325 36			
Rensselaer and Saratoga (lessee).....	125,325 00	125,325 00			
Rhinebeck and Connecticut.....	431,744 89	431,744 89			
Rochester and Genesee Valley.....	187,487 34	187,487 34			
Rochester, Nunda and Pittsburgh.....	706,008 17	706,008 17			
Rochester and State Line.....	286,800 00	286,800 00			
Rome and Clinton.....	1,334,624 34	1,334,624 34			
Rome, Watertown and Ogdensburg.....	3,063 19	3,063 19			
Rye Lake.....	6,069 15	6,069 15			
Saratoga and Schenectady.....	26,066 26	26,066 26			
Schenectady and Duaneburgh.....	33,285 77	33,285 77			
Scholarie Valley.....	19,750 10	19,750 10			
Silver Lake.....	154,417 00	154,417 00			
Skaneateles.....	1,072,728 34	1,072,728 34			
Smithtown and Port Jefferson.....	2,119,500 00	2,119,500 00			
Smithtown Central.....	2,494,268 71	2,494,268 71			
Southern Hempstead Branch.....	16,240 45	16,240 45			
Southern of Long Island.....	433,461 31	433,461 31			
Southern of Long Island.....	433,461 31	433,461 31			
Spuyten Duyvil and Port Morris.....	1,500,000 00	1,500,000 00			
Staten Island.....	285,833 00	285,833 00			
Sterling Mountain.....	1,500,000 00	1,500,000 00			
Suspension Bridge and Erie Junction (lessee).....	341,418 53	341,418 53			
Suspension Bridge and Erie Junction (lessee).....					

TABLE B—(Continued).

NAME OF ROAD.	Graduation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Elmira and Williamsport.....	\$2,298,000 00	\$2,298,000 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Erie.....	3,710,875 30	3,712,551 75	\$358,771 75	\$358,771 75	\$7,861,873 71	\$8,001,308 82
Erie International.....	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Erie and Genesee Valley.....	6,191,302 00	6,191,302 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Fishing, North Shore and Central.....	3,851,813 47	3,851,813 47	11,067 74	11,067 74	112,885 51	112,885 51
Florida, Jolintown and Gloversville.....	199,643 15	199,643 15	5,322 10	5,322 10	9,587 38	9,587 38
Garnerville.....	19,283 30	19,283 30	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Geneva, Hornellsville and Pine Creek.....	247,976 68	247,976 68	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Geneva, Ithaca and Sayre.....	1,331,914 24	1,330,914 24	3,367 54	3,367 54	<i>a</i>	189,495 40
Geneva and Lyons.....	58,285 46	58,285 46	<i>a</i>	<i>a</i>	<i>a</i>	39,496 38
Gondale and East River.....	17,022 73	17,022 73	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Glen's Falls.....	6,945 57	6,945 57	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Gloversville and Northville.....	57,948 19	57,948 19	2,992 43	2,992 43	136,923 76	136,923 76
Goshen and Deckertown.....	115,340 00	115,340 00	4,150 00	4,150 00	117,079 63	117,079 63
Greene.....	107,928 43	107,928 43	45,236 49	45,236 49	101,115 08	101,115 08
Greenwich and Johnsonville.....	100,000 00	100,000 00	28,264 79	28,264 79	132,385 74	132,385 74
Harlem Extension.....	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Harlem Extension (lessee).....	12,640 00	12,640 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Harlem River and Fort Chester.....	646,188 38	646,188 38	296,157 91	296,157 91	422,440 96	422,440 96
Ithaca, Auburn and Western.....	61,480,000 00	61,480,000 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Jersey City and Albany.....	31,423 94	31,423 94	10,967 63	10,967 63	272,822 72	272,822 72
Junction.....	41,922 04	41,922 04	1,380 00	1,380 00	91,642 86	91,642 86
Lake Champlain and Moriah.....	116,633 61	116,633 61	23,068 86	23,068 86	78,935 69	78,935 69
Lake Shore and Michigan Southern.....	65,435,775 78	65,435,775 78	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Lockport and Buffalo.....	13,547 81	13,547 81	10,136 94	10,136 94	13,617 30	13,617 30
Long Island.....	4,896,628 38	4,896,628 38	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Marine.....	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Metropolitan Elevated.....	6,393 16	6,393 16	<i>a</i>	<i>a</i>	<i>a</i>	5,494 33
Metropolitan and Schoharie.....	8,155,000 00	8,155,000 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Middleburgh and Crawford.....	91,000 00	91,000 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Middletown and Unionville.....	51,328 96	51,328 96	1,030 15	1,030 15	103,025 32	103,025 32
Middletown and Water Gap.....	113,221 96	113,221 96	12,180 30	12,180 30	164,546 96	164,546 96
Montgomery and Erie.....	101,655 67	101,655 67	3,068 84	3,068 84	120,140 51	120,140 51
Nanuet and New City.....	22,253 09	22,253 09	<i>a</i>	<i>a</i>	50,251 39	50,251 39
Newburgh, Dutchess and Connecticut.....	6,174,330 73	6,174,330 73	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
Newburgh and New York.....	2,750,000 00	2,750,000 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
New Jersey and New York.....	921,724 88	921,724 88	61,989 10	61,989 10	1,206,722 14	1,206,722 14
Newtown and Flushing.....	4,100,000 00	4,100,000 00	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
New York and Albany.....	4,769 80	4,769 80	<i>a</i>	<i>a</i>	<i>a</i>	<i>a</i>
New York, Bay Ridge and Jamaica.....	83,425 59	83,425 59	<i>a</i>	<i>a</i>	70,743 09	81,472 05



New York and Canada.....	4,923,907 13	4,923,970 83	405,013 44	3,065,906 04	3,085,208 04
New York Central and Hudson River.....	19,043,814 40	19,043,814 40	2,628,026 21	20,119,138 08	20,210,925 88
New York Central Niagara River.....	8,430 00	8,430 00	.....	13,848 58	13,820 85
New York City and Northern.....	.....	.....	.....	.....	.....
New York Elevated.....	2,673,000 17	2,673,000 17	.....	.....	.....
New York and Harlem.....	20,371,155 11	20,422,032 11	.....	.....	.....
New York and Northern.....	2,343,637 17	2,343,637 17	.....	.....	.....
New York, Housatonic and Northern.....	.....	.....	.....	.....	.....
New York, Lake Erie and Western.....	113,073 50	113,073 50	.....	.....	.....
New York and Montpelier.....	13,333 70	13,332 26	.....	.....	.....
New York and Manhattan Beach.....	13,578,547 38	13,578,547 38	.....	.....	.....
New York, New Haven and Hartford.....	12,633,908 80	12,633,797 74	.....	.....	.....
New York and Oswego Midland.....	.....	.....	.....	.....	.....
New York and Rockaway.....	4,350,000 00	4,350,000 00	.....	.....	.....
New York and Sea Beach.....	.....	.....	.....	.....	.....
New York, Westchester and Boston.....	54,583 35	54,583 35	.....	.....	.....
New York, West Shore and Chicago.....	173,478 51	173,478 51	.....	.....	.....
Niagara Bridge and Canandaigua.....	.....	.....	.....	.....	.....
Northern of New Jersey.....	627,451 82	627,451 82	.....	.....	.....
N York and Northern.....	77,513 04	77,513 04	.....	.....	.....
Ogdensburg and Lake Champlain.....	1,862,822 87	1,823,549 87	.....	.....	.....
Ogdensburg and Morrisstown.....	.....	.....	.....	.....	.....
Olean, Bradford and Warren.....	.....	.....	.....	.....	.....
Ontario Southern.....	.....	.....	.....	.....	.....
Oswego and Rome.....	548,215 35	548,215 35	.....	.....	.....
Oswego and Syracuse.....	213,578 08	213,578 08	.....	.....	.....
Port Jervis and Monticello.....	768,701 83	768,701 83	.....	.....	.....
Poughkeepsie, Hartford and Boston.....	920,603 07	920,603 07	.....	.....	.....
Rensselaer and Saratoga (lessee).....	2,328,235 09	2,328,235 09	.....	.....	.....
Rensselaer and Saratoga (lessor).....	431,744 89	431,744 89	.....	.....	.....
Rhinebeck and Connecticut.....	187,487 24	187,487 24	.....	.....	.....
Rochester and Genesee Valley.....	.....	.....	.....	.....	.....
Rochester, Tonawanda and Pittsburgh.....	.....	.....	.....	.....	.....
Rochester and State Line.....	.....	.....	.....	.....	.....
Rome and Clinton.....	.....	.....	.....	.....	.....
Rome, Watertown and Ogdensburg.....	.....	.....	.....	.....	.....
Rye Lake.....	1,334,624 34	1,334,624 34	.....	.....	.....
Saratoga and Schenectady.....	3,053 19	3,053 19	.....	.....	.....
Schenectady and Duaneville.....	6,460,684 15	6,460,684 15	.....	.....	.....
Schoharie Valley.....	26,000 28	26,000 28	.....	.....	.....
Silver Lake.....	33,283 27	33,283 27	.....	.....	.....
Skaneateles.....	19,750 10	19,750 10	.....	.....	.....
Smithtown and Port Jefferson.....	1,076,728 34	1,076,728 34	.....	.....	.....
Southern Central.....	.....	.....	.....	.....	.....
Southern Hempstead Branch.....	6,213,500 00	6,213,500 00	.....	.....	.....
Southern of Long Island.....	2,494,588 71	2,494,588 71	.....	.....	.....
Southern Branch.....	16,240 45	16,240 45	.....	.....	.....
Spuyten Duyvil and Port Morris.....	433,461 31	433,461 31	.....	.....	.....
Staten Island.....	6,490,000 00	6,490,000 00	.....	.....	.....
Sterling Mountain.....	283,833 00	283,833 00	.....	.....	.....
Suspension Bridge and Erie Junction (lessor).....	.....	.....	.....	.....	.....
Suspension Bridge and Erie Junction (lessee).....	341,418 53	341,418 53	.....	.....	.....

TABLE B—(Continued).

NAME OF ROAD.	Graduation and masonry.		Bridges.		Superstructure, including iron.	
	(11) 1877.	(12) 1878.	(13) 1877.	(14) 1878.	(15) 1877.	(16) 1878.
Syracuse, Binghamton and New York .....	\$354,280 81	\$354,290 81	\$32,587 77	\$32,587 77	108,414 60	108,414 60
Syracuse, Chenango and New York .....	783 14	3,738 18	63 50	.....	.....	.....
Syracuse, Geneva and Corning .....	337,016 81	708,508 28	301,958 85	394,693 84	439,058 34	965,073 59
Syracuse Junction .....	319,175 53	319,175 53	44,157 54	44,157 54	257,401 50	257,401 50
Syracuse, Phoenix and Oswego .....	42,175 05	42,175 05	10,052 09	10,052 09	1,600 00	1,600 00
Troy and Boston .....	129,057 43	129,057 43	27,220 14	27,220 14	35,196 34	35,196 34
Troy and Binghamton .....	984,696 57	985,647 54	48,025 90	52,211 90	383,206 60	386,040 82
Troy and Greenbush .....	86,221 37	89,221 37	55,836 09	55,836 09	<sup>a</sup>	<sup>a</sup>
Troy Union .....	157,001 25	157,001 25	6,089 92	6,089 92	70,436 10	70,436 10
Utica and Delaware .....	18,573 37	27,079 37	15,928 10	15,928 10	13,094 65	15,969 07
Union .....	650,000 00	650,000 00	.....	.....	.....	.....
Utica and Black River .....	939,725 18	956,725 18	126,000 84	126,000 84	819,723 36	819,723 36
Utica, Chenango and Cortland .....	167,481 97	167,481 97	11,709 04	11,709 04	5,701 64	5,701 64
Utica, Chenango and Susquehanna Valley .....	1,054,524 57	1,054,524 57	166,573 76	166,573 76	1,440,628 97	1,440,628 97
Utica, Clinton and Binghamton .....	947,607 99	947,607 99	<sup>a</sup>	<sup>a</sup>	<sup>a</sup>	<sup>a</sup>
Utica, Ithaca and Elmira .....	1,157,477 96	1,157,477 96	398,741 12	398,741 12	772,457 61	772,457 61
Valley .....	461,851 18	461,851 18	68,254 23	68,254 23	180,310 98	180,310 98
Walkill Valley .....	.....	33,057 32	2,353 64	10,131 85	88,730 10	74,831 15
Warwick Valley .....	80,592 92	89,692 92	8,580 00	3,580 00	66,677 08	66,677 08
Waverly and State Line .....	664,398 05	664,398 05	.....	.....	.....	.....
West Shore and Hudson River .....	611,073 09	611,073 09	.....	.....	.....	.....
West Troy and Green Island .....	47,168 38	47,168 38	32,065 00	32,065 00	17,893 57	17,893 57
Total .....	\$207,446,065 63	\$316,671,926 00	\$89,404,120 69	\$89,483,402 28	\$77,792,813 35	\$78,977,144 18

<sup>a</sup> In preceding.<sup>b</sup> From report of 1872.<sup>c</sup> Amount expended by lessee.<sup>d</sup> From report of Buffalo and Jamestown.<sup>e</sup> Represents capital stock and funded debt, 1872.<sup>f</sup> Represents capital stock and funded debt.<sup>g</sup> Total cost of road representing capital stock.<sup>h</sup> Total cost of road from report of 1873.<sup>i</sup> Total cost of road from report of 1883, representing capital stock and funded debt.

TABLE B—(Continued).

NAME OF ROAD.	(17)	(18)	(19)	(20)	(21)	(22)
Passenger and freight stations, buildings and fixtures.	1877.	1878.	1877.	1878.	1877.	1878.
Adirondack.....	\$18,507 20	\$18,597 20	\$2,030 06	\$2,030 06	\$11,055 10	\$11,095 10
Albany and Susquehanna (lessor).....	291,442 20	291,442 20	118,285 31	118,285 31	687,768 96	687,768 96
Albany and Susquehanna (lessee).....	118,160 84	117,998 36	84,948 93	84,948 93	0,239 97	12,087 90
Athletic and Great Western.....	a	a	a	a	a	a
Atlantic and Great Western (receiver).....	45,671 97	74,068 30	24,414 65	30,565 51	13,613 91	15,184 21
Bach and Hammond'sport.....	914 66	864 86	412 74	412 74	21,981 84	21,981 84
Black River and Morris-town.....	7,684 04	7,903 43	4,511 53	4,511 53	63,744 14	61,698 14
Black River and St. Lawrence.....	a	a	500 00	500 00	12,436 05	12,436 05
Boston and Albany.....	2,947,617 80	2,947,617 80	1,293,718 76	1,293,718 76	5,173,713 61	5,173,713 61
Boston, Hoosac Tunnel and Albany.....	a	a	a	a	6,000 00	6,000 00
Boston, Hoosac Tunnel and Western.....	50,843 08	50,880 96	a	780 96	13,616 31	13,616 31
Brooklyn, Bath and Coney Island.....	a	a	a	a	a	a
Brooklyn and Coney Island Central.....	201,430 41	201,430 41	11,781 65	11,781 65	5,000 00	5,000 00
Brooklyn, Flatbush and Coney Island.....	113,458 25	113,458 25	a	a	460,719 22	460,719 22
Brooklyn and Rockaway Beach.....	a	a	a	a	a	a
Buffalo Creek.....	129,884 72	137,981 61	1,472 16	1,472 16	64,910 35	64,910 35
Buffalo, New York and Philadelphia.....	9,017 28	137,981 61	102,261 59	105,844 56	1,028,216 49	1,028,216 49
Buffalo and Southwestern.....	a	a	9,703 98	1,099 50	131 80	131 80
Carthage, Watertown and Sackett's Harbor.....	45,622 82	45,622 82	17,932 59	17,932 59	126,827 78	126,827 78
Cayuga and Susquehanna.....	18,500 00	18,500 00	a	a	52,803 89	52,803 89
Cazenovia, Canastota and De Ruyter.....	a	a	a	a	54,000 00	54,000 00
Chattanooga Lake.....	2,438 56	2,438 56	2,983 49	2,983 49	10,000 00	10,000 00
Clayton and Theresa.....	12,262 42	12,462 42	5,518 40	5,518 40	42,396 73	42,396 73
Cooperstown and Susquehanna Valley.....	a	a	a	a	35,444 57	35,444 57
Dell and Middletown.....	18,594 53	18,594 53	2,182 81	2,182 81	5,816 27	5,816 27
Delaware and Hudson Canal Co. L. and S. Railroad.....	3,500 00	3,500 00	1,000 00	1,000 00	84,470 06	84,470 06
Elmira State Line.....	a	a	a	a	12,874 97	12,874 97
Elmira and Williamsport.....	2,022,003 06	2,044,689 17	1,970,635 43	1,970,635 43	a	a
Erle.....	825,277 52	825,277 52	a	a	806,635 13	806,635 13
Flushing, North Shore and Central.....	28,930 71	28,930 71	4,203 21	4,203 21	88,216 18	88,216 18
Fonda, Johnstown and Gloversville.....	a	a	a	a	1,384 80	1,384 80
Garnerville.....	a	a	a	a	37,419 63	37,419 63
Geneva, Hornellsville and Pine Creek.....	a	a	a	a	a	a
Geneva, Ithaca and Sayre.....	a	a	a	a	a	a
Geneva and Lyons.....	a	a	a	a	a	a
Glendale and East River.....	11,112 45	11,112 45	4,453 53	4,453 53	17,973 63	17,973 63
Gloversville and Northville.....	a	a	a	a	56,480 99	56,480 99

TABLE B—(Continued).

NAME OF ROAD.	Passenger and freight stations, buildings and fixtures.		Engine and car-houses, machine shops, machinery and fixtures.		Land, land damages, and fences.	
	(17) 1877.	(18) 1878.	(19) 1877.	(20) 1878.	(21) 1877.	(22) 1878.
Goshen and Deerpark.....	\$7,887 50	\$7,887 50	\$1,000 00	\$1,000 00	\$27,610 00	\$27,610 00
Greene.....	1,638 54	1,638 54	6,038 38	5,314 13	78,479 46	78,479 46
Greenwich and Johnsonville.....	7,207 02	7,207 02	25,938 08	23,938 08	33,689 75	33,689 75
Hudson River and Port Chester.....	51,514 86	51,514 86	7,788 88	7,788 88	584,662 86	584,662 86
Jackson City and Albany.....	27,843 96	27,843 96	44,828 43	47,082 43	28,611 07	28,611 07
Junction.....	7,693 08	7,693 08	103,086 50	103,426 10	79,695 10	79,695 10
Lake Champlain and Moriah.....	a	a	900 00	900 00	30,632 23	31,122 11
Lockport and Buffalo.....	2,100 00	2,100 00	660 84	660 84	66,946 70	66,946 70
Long Island.....	16,357 88	16,357 88	4,350 00	4,350 00	c	c
Middleburgh and Schoharie.....	7,157 00	7,157 00	3,277 37	3,348 00	18,727 16	18,727 16
Middleburgh and Crawford.....	49,536 35	49,536 35	4,469 74	5,206 67	35,942 89	35,942 89
Middletown and Water Gap.....	10,433 03	10,433 03	a	a	1,362 00	1,362 00
Middletown, Unionville and Water Gap.....	67,936 00	67,936 00	33,014 71	33,014 71	38,210 77	38,210 77
Milwau, Amersfort and Coney Island.....	11,926,328 49	12,196,700 89	a	a	2,921 89	2,921 89
Montgomery and Erie.....	a	a	4,469 74	5,206 67	80,943 84	80,943 84
New Jersey and New York.....	\$3,313 97	\$3,343 97	a	a	16,664 84	16,664 84
New York and Albany.....	8,339 51	9,390 51	a	a	103,751 63	103,751 63
New York and Bay Ridge and Jamaica.....	151,585 35	226,416 15	a	a	446,961 85	446,961 85
New York and Canada.....	498,654 90	504,473 05	a	a	11,998,689 31	12,468,817 81
New York Central and Hudson River.....	a	a	a	a	6,630 00	6,630 00
New York Central Niagara River.....	a	a	a	a	a	a
New York and Harlem.....	a	a	a	a	a	a
New York, Housatonic and Northern.....	a	a	a	a	a	a
New York, Lake Erie and Western.....	a	a	a	a	a	a
New York and Mahopac.....	a	a	a	a	a	a
New York and Minnahan Beach.....	a	a	a	a	a	a
New York, New Haven and Hartford.....	a	a	a	a	a	a
New York and Oswego Midland.....	a	a	a	a	a	a
New York and Sea Beach.....	a	a	a	a	a	a
New York, Westchester and Boston.....	a	a	a	a	a	a
New York, West Shore and Chicago.....	a	a	a	a	a	a
Nyack and Northern.....	a	a	a	a	a	a
Ogdensburg and Lake Champlain.....	a	a	a	a	a	a
Ogdensburg and Morrisstown.....	a	a	a	a	a	a
Olean, Bradford and Warren.....	a	a	a	a	a	a
Ontario Southern.....	a	a	a	a	a	a



## RAILROAD REPORT.

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Oswego and Rome.....	225,000 03	39,016 03	10,041 02	16,911 62	135,405 34	135,405 34
Oswego and Syracuse.....	120,002 42	139,012 12	50,000 87	50,010 87	225,413 02	225,413 02
Oswego and Monticello.....	1,191 34	1,191 33	1,831 40	4,650 40	45,355 11	45,355 11
Oswego and Hartford and Boston.....	35,727 21	35,727 21	1,831 40	4,650 40	104,355 31	104,355 31
Poughkeepsie, Hingham (tenant).....	251,934 15	251,934 15	250,104 03	250,104 03	665,059 61	665,059 61
Poughkeepsie and Saratoga (tenant).....	100,014 37	101,318 02	205,117 16	205,117 16	301,061 13	301,061 13
Rensselaer and Connecticut.....	6,684 93	7,315 73	5,608 71	5,780 13	105,064 31	105,064 31
Rensselaer and Genesee Valley.....	9,365 82	9,365 82	20,435 41	20,435 41	157,624 14	157,624 14
Rochester and Genesee Valley.....	3,500 00	19,047 86	1,800 00	1,800 00	234,633 14	234,633 14
Rochester and State Line.....	6,200 00	6,300 00	7,000 00	7,000 00	60,000 00	60,000 00
Rome and Clinton.....	147,537 24	147,537 21	113,891 57	113,891 57	245,351 46	245,351 46
Rome, Watertown and Ogdensburgh.....	.....	.....	.....	.....	2,288 15	2,288 15
Rye Lake.....	4,620 50	4,620 50	1,000 00	1,000 00	11,773 06	11,773 06
Schoharie Valley.....	1,901 80	1,901 80	1,033 68	1,033 68	8,437 66	8,437 66
Silver Lake.....	3,193 50	3,193 50	3,937 74	3,937 74	8,116 61	8,116 61
Skaneateles.....	11,714 03	11,714 03	84,936 50	84,936 50	28,560 06	28,560 06
Southtown and Port Jefferson.....	46,173 03	46,173 03	474,306 32	474,306 32	490,233 85	490,233 85
Southern Central.....	.....	.....	.....	.....	0	0
Southern of Long Island.....	.....	.....	.....	.....	1,146 10	1,146 10
Southfield Branch.....	.....	.....	.....	.....	228,360 76	228,360 76
Spartan Dayville and Port Morris.....	8,450 20	8,450 20	.....	.....	12,354 19	12,354 19
Sterling Mountain.....	10,201 25	10,201 25	.....	.....	55,241 19	55,241 19
Syracuse, Binghamton and New York.....	34,611 69	34,611 69	122,600 24	122,600 24	118 35	118 35
Syracuse, Chenango and New York.....	.....	.....	.....	.....	336,611 31	336,611 31
Syracuse, Geneva and Corning.....	6,945 97	6,945 97	.....	.....	105,263 00	105,263 00
Syracuse Junction.....	.....	.....	.....	.....	29,400 00	29,400 00
Syracuse, Phoenix and Oswego.....	1,322 00	1,322 00	.....	.....	36,571 70	36,571 70
Troy and Keenington.....	57,983 63	57,983 63	62,149 04	62,149 04	297,126 23	297,126 23
Troy and Boston.....	16,538 43	16,538 43	9,926 89	9,926 89	65,286 37	65,286 37
Troy and Greenbush.....	141,069 96	141,069 96	.....	.....	846,557 62	846,557 62
Troy Union.....	1,672 43	2,307 10	12,801 68	12,801 68	138,294 16	138,294 16
Uster and Delaware.....	64,295 66	64,295 66	24,374 17	25,074 17	261,051 47	261,051 47
Utica and Black River.....	115,980 85	115,980 85	63,068 33	63,068 32	35,365 96	35,365 96
Utica, Chenango and Cortland.....	16,001 62	20,479 30	18,613 50	18,613 50	538,573 04	538,573 04
Utica, Chenango and Susquehanna Valley.....	5,632 85	5,632 85	.....	.....	258,246 91	258,246 91
Utica, Clinton and Binghamton.....	.....	.....	.....	.....	239,540 13	239,540 13
Utica, Ithaca and Elmira.....	8,070 77	8,070 77	.....	.....	92,127 09	92,127 09
Valley.....	.....	.....	.....	.....	28,849 39	28,849 39
Warwick Valley.....	.....	.....	.....	.....	28,849 39	28,849 39
West Shore Hudson River.....	.....	.....	.....	.....	500,000 00	500,000 00
West Troy and Green Island.....	.....	.....	.....	.....	37,795 34	37,795 34
Total.....	\$21,318,244 54	\$22,087,243 90	\$5,926,824 53	\$5,971,634 28	\$31,830,741 31	\$33,051,260 38

From report of 1873.

d From report of 1874.  
g From report of Buffalo and Jamestown.

a In preceding.  
c Included in items 11 and 12.

TABLE B—(Continued).

NAME OF ROAD.	Locomotives and fixtures, and snow plows.		Passenger and baggage cars.		Freight and other cars.	
	(23) 1877.	(24) 1878.	(25) 1877.	(26) 1878.	(27) 1877.	(28) 1878.
Adirondack.....	d 845,923 03	d 845,923 03	d 817,581 69	d 817,581 69	d 845,775 90	d 845,775 90
Albany and Susquehanna, lessor.....	338,053 08	338,053 08	135,833 12	135,833 12	328,074 07	328,074 07
Albany and Susquehanna, lessee.....	335,953 83	335,953 83	52,914 68	54,999 55	785,332 96	785,332 96
Atlantic and Great Western.....	9,932,072 51	9,935,118 97	a	a	a	a
Atlantic and Great Western, receiver.....	21,774 13	21,774 13	4,816 77	4,876 19	17,785 56	17,785 56
Bath and Hammondsport.....	11,612 75	11,612 75	5,577 27	5,577 27	1,414 98	1,414 98
Black River and St. Lawrence.....	10,121 81	10,121 81	a	a	7,028 07	7,028 07
Boston and Albany.....	1,215,000 00	1,215,000 00	488,000 00	488,000 00	1,442,400 00	1,442,400 00
Brooklyn, Bath and Coney Island.....	160,259 76	164,029 39	a	a	a	a
Brooklyn, Flatbush and Coney Island.....	13,618 06	36,328 69	a	a	a	a
Brooklyn and Rockaway Beach.....	19,199 90	19,199 90	a	a	a	a
Buffalo, New York and Philadelphia.....	299,246 00	328,508 55	98,183 30	99,575 04	645,212 35	653,315 65
Buffalo and Southwestern.....	9,509,075 49	30,205 00	9,509,888 89	a	9,689,415 06	a
Carthage, Watertown and Sackett's Harbor.....	10,193 80	10,193 80	10,170 63	10,170 63	5,552 65	5,552 65
Cayuga and Susquehanna.....	41,579 99	41,579 99	10,196 88	10,196 88	27,774 21	27,774 21
Cazenovia, Cazenovia and De Ruyter.....	13,000 00	13,000 00	8,000 00	8,000 00	5,000 00	5,000 00
Cooperstown and Susquehanna Valley.....	24,212 62	24,212 62	10,546 71	10,546 71	10,156 21	10,156 21
Delaware and Hudson Canal Co., and L. and S. Railroad.....	1,29,000 00	122,000 00	8,000 00	8,000 00	1,875 00	1,875 00
Elmira and Williamport.....	325,000 00	352,000 00	a	a	a	a
Elmira.....	4,453,717 89	4,491,919 20	1,254,029 50	1,256,793 23	7,628,203 71	7,640,478 23
Fishing, North Shore and Central.....	49,299 48	49,299 48	18,029 19	18,029 19	a	a
Fonda, Johnstown and Gloversville.....	82,882 82	82,882 82	67,500 00	67,500 00	9,156 00	9,156 00
Geneva, Bazaar and Sayre.....	28,500 00	28,500 00	a	a	a	a
Greene.....	28,500 00	28,500 00	a	a	700 00	700 00
Greenwich and Johnsville.....	76,559 20	76,559 20	a	a	a	a
Lake Champlain and Montpelier.....	11,379 04	14,978,169 11	1,510 31	1,510 31	66,677 72	73,561 47
Lake Shore and Michigan Southern.....	352,418 88	468,616 15	a	a	a	a
Long Island.....	a	4,062 25	a	a	a	a
Mackinac and Sault Ste. Marie.....	2,000 00	2,000 00	a	a	a	a
New York and New York.....	97,461 41	97,461 41	13,571 91	13,571 91	2,000 00	2,000 00
New York Central and Hudson River.....	3,488,293 51	5,861,755 70	1,794,143 82	1,628,192 79	16,000 55	18,292 74
New York Eastern.....	200,507 53	3,661,784 51	a	a	10,115,661 35	10,233,636 35
New York and Harlem.....	363,700 16	363,700 16	1,076,762 00	1,076,762 00	a	a
New York, Hudson and Northern.....	453,127 01	453,127 01	4,624 00	4,624 00	a	a
New York, Hudson and Northern, receiver.....	33,357 09	78,127 10	25,666 61	25,666 61	4,086 13	4,086 13
New York, New Haven and Hartford.....	2,114,561 42	2,134,154 71	a	a	8,336 20	8,420 49



## RAILROAD REPORT.

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New York and Oswego Midland	1,420,260 73	1,420,260 73	549,400 99	240,400 83	1,071,407 00	1,878,301 10
New York and Sea Beach	424,161 33	416,213 03	416,213 03	7,207 00	1,176,305 07	1,005,410 10
Ogdensburg and Lake Champlain	30,708 71	17,002 02	17,002 02	10,000 11	11,000 00	17,000 00
Ogdensburg and Warren	145,343 03	39,708 03	39,708 03	66,417 77	11,000 00	17,000 00
Olean, Bradford	145,343 03	145,343 03	145,343 03	5,023 03	200,000 00	200,000 00
Olean and Syracuse	14,000 89	17,714 31	17,714 31	1,400 00	1,400 00	1,400 00
Oswego and Syracuse	63,904 49	73,004 49	73,004 49	24,511 87	44,205 49	41,205 49
Oswego and Monticello	14,000 89	14,000 89	14,000 89	183,370 01	616,000 00	546,000 00
Port Jervis and Hartford	301,750 00	361,750 00	361,750 00	104,227 92	505,175 50	502,791 33
Port Jervis and Boscawen	178,034 58	176,011 81	176,011 81	29,307 12	51,439 51	51,439 51
Poughkeepsie and Saratoga, Jessor	58,008 64	58,074 80	58,074 80	19,149 97	1,776 00	1,776 00
Rensselaer and Saratoga	25,000 00	98,000 00	98,000 00	77,132 01	6,827 29	111,522 29
Rensselaer and Connecticut	224,005 65	234,006 65	234,006 65	4,870 00	205,135 92	205,135 92
Rochester and Genesee Valley	10,814 70	10,814 70	10,814 70	5,855 73	396 80	396 80
Rochester and State Line	18,700 00	18,700 00	18,700 00	9,344 01	809 64	809 64
Rome, Watertown and Ogdensburg	43,012 85	43,012 85	43,012 85	47,780 18	171,500 40	172,419 96
Schoharie Valley	142,933 35	158,382 56	158,382 56	76,633 43	336,769 67	337,119 67
Silver Lake	47,700 00	47,700 00	47,700 00	142,255 79	297,074 21	297,074 21
Southern Central	58,275 67	58,275 67	58,275 67	31,001 70	50 01	50 01
Southern and Long Island	163,376 00	163,376 00	163,376 00	76,633 43	336,769 67	337,119 67
Sterling Mountain	36,073 46	36,073 46	36,073 46	4,566 53	6,072 88	6,069 38
Syracuse, Binghamton and New York	3,747 18	4,482 18	4,482 18	87,244 69	196,341 95	196,341 95
Syracuse, Chenango and New York	180,031 26	180,031 26	180,031 26	95,675 30	174,902 83	174,902 83
Troy and Greenbush	125,020 42	125,020 42	125,020 42	65,038 81	56,800 00	56,800 00
Troy and Delaware	65,038 81	65,038 81	65,038 81	49,022 84	6,802 00	6,802 00
Utica and Black River	45,906 00	45,906 00	45,906 00	11,904 00	8,902 75	8,902 75
Utica, Chenango and Susquehanna Valley	45,906 00	45,906 00	45,906 00	8,902 75	8,902 75	8,902 75
Utica, Clinton and Binghamton	8,258 00	8,258 00	8,258 00	8,902 75	8,902 75	8,902 75
Utica, Black and Elmira	8,258 00	8,258 00	8,258 00	8,902 75	8,902 75	8,902 75
Wallkill Valley	8,258 00	8,258 00	8,258 00	8,902 75	8,902 75	8,902 75
Total	\$45,007,622 31	\$46,048,940 53	\$46,916,069 63	\$6,914,574 50	\$27,143,908 75	\$27,302,208 06

a In preceding.

g From report of Buffalo and Jamestown.

d From report of 1874.

e From report of 1873.

TABLE B—(Continued)

NAME OF ROAD.	Engineering and Agencies.		Miscellaneous.		Totals.	
	(29) 1877.	(30) 1878.	1877.	1878.	(31) 1877.	(31) 1878.
Adirondack.....	d \$122,275 87	d \$122,275 87			d \$2,728,692 53	d \$2,728,692 53
Addison.....		675 00				675 00
Albany and Susquehanna, lessor.....	214,945 60	214,945 60	\$1,038,456 78	\$1,038,456 78	6,702,637 15	6,702,637 15
Albany and Susquehanna, lessee.....			9,638 11	9,638 11	2,935,138 79	3,012,174 36
Albany and Vermont.....					690,000 00	600,000 00
Atlantic and Great Western, receiver.....	7,512 57	9,317 82			81,279,636 21	81,238,390 69
Atlantic and Great Western.....					245,420 30	311,601 22
Avon, Genesee and Mount Morris.....					245,000 00	245,000 00
Bath and Hammond.....	5,437 80	5,437 80			131,905 86	132,151 36
Black River and Morrisstown.....	19,824 01	19,824 01			677,010 16	679,222 02
Black River and St. Lawrence.....	26,793 76	26,793 76			144,422 53	144,422 53
Boston and Albany.....	1,612,298 12	1,612,298 12			27,514,116 50	27,514,116 50
Boston, Albany and Schenectady.....			11,400 00	11,400 00	11,400 00	11,400 00
Boston, Hoosac Tunnel and Albany.....			1,908 00	1,908 00	1,908 00	1,908 00
Boston, Hoosac Tunnel and Western.....		26,719 36			27,408 00	27,408 00
Brooklyn, Bath and Coney Island.....					491,103 47	491,103 47
Brooklyn and Coney Island Central.....					303,275 20	303,275 20
Brooklyn and Coney Island.....	650 00	650 00			1,150 00	1,150 00
Brooklyn, Flatbush and Coney Island.....						
Brooklyn and Rockaway Beach.....					1,251,020 27	1,251,020 27
Buffalo City.....					240,733 15	241,510 15
Buffalo Creek.....	7,759 63	7,759 63			26,000 00	26,000 00
Buffalo Erie Basin.....			571 09	614 24	296,365 35	299,711 39
Buffalo, New York and Erie.....					13,503 19	13,503 19
Buffalo, New York and Philadelphia.....	154,325 73				3,330,000 00	3,330,000 00
Buffalo and Southwestern.....	106,419 62	156,906 55			6,403,246 17	6,579,854 20
Canandaigua, Palmyra and Ontario.....	6,632 49	6,632 49			1,180,345 94	1,180,345 94
Canandaigua, Watertown and Sackett's Harbor.....	11,046 35	11,046 35			6,658 01	6,658 01
Canandaigua, Watertown.....					783,683 26	783,683 26
Cayuga Southern.....					435,000 00	435,000 00
Cayuga and Susquehanna.....	22,063 39	22,063 39			744,937 16	714,087 16
Cazenovia, Canastota and De Ruyter.....	38,000 00	38,000 00	63,409 85	53,409 95	614,000 00	614,000 00
Chautauque Lake.....	4,567 43	4,567 43			14,357 43	14,357 43
Chemung.....					330,000 00	330,000 00
Cherry Valley, Sharon and Albany.....					690,000 00	690,000 00
Clayton and Theresa.....	12,068 31	12,068 31			321,723 10	321,723 10
Clove Branch.....			43,084 21	43,084 21	164,300 00	164,300 00
Coney Island Beach.....						
Cooperstown and Susquehanna Valley.....	11,518 72	11,518 72			492,078 13	493,12 1 8





TABLE B—(Continued).

NAME OF ROAD.	Engineering and Agencies.		Miscellaneous.		Totals.	
	(29) 1877.	(30) 1878.	1877.	1878.	(31) 1877.	(31) 1878.
New York Central Niagara River .....	\$223 45	\$223 45	.....	.....	\$28,100 00	\$28,100 00
New York City and Northern .....	.....	.....	.....	.....	1,875,500 00	1,875,500 00
New York Elevated .....	.....	.....	.....	.....	8,504,628 97	8,504,628 97
New York and Harlem .....	.....	.....	\$111,222 60	\$105,677 60	21,922,845 97	21,922,845 97
New York, Housatonic and Northern .....	\$137,622 77	\$137,622 77	.....	.....	\$631,811 94	\$631,811 94
New York, Lake Erie and Western .....	.....	.....	.....	95 00	574,122 36	574,122 36
New York and Mahopac .....	.....	.....	.....	.....	265,449 21	265,449 21
New York and Manhattan Beach .....	10,556 39	10,556 39	.....	.....	990,680 71	990,680 71
New York and Manhattan .....	7,573 23	8,994 81	.....	1,476 18	15,735,062 09	15,735,062 09
New York, New Haven and Hartford .....	.....	.....	70,373 76	70,373 76	26,333,704 18	26,333,704 18
New York and Oswego Midland .....	561,290 06	561,290 06	.....	.....	2,350,000 00	2,350,000 00
New York Quick Transit .....	490 00	490 00	.....	.....	.....	.....
New York and Rockaway .....	.....	.....	.....	.....	.....	.....
New York and Sea Beach .....	.....	8,711 76	.....	5,461 65	160,137 00	160,137 00
New York, Westchester and Boston .....	67,819 61	67,819 61	.....	.....	290,064 40	290,064 40
New York, West Shore and Chicago .....	338,669 78	338,669 78	.....	.....	1,140,323 75	1,140,323 75
Niagara Bridge and Canandaigua .....	.....	.....	.....	.....	d 1,000,000 00	d 1,000,000 00
Northern of New Jersey .....	.....	.....	.....	.....	627,451 82	627,451 82
Nyack and Northern .....	10,140 72	10,140 72	.....	.....	286,242 24	286,242 24
Ogdensburg and Lake Champlain .....	129,704 83	127,537 68	905,770 92	301,645 92	5,677,000 00	5,677,000 00
Ogdensburg and Morristown .....	.....	3,631 10	.....	.....	111,574 29	111,574 29
Olean, Bradford and Warren .....	.....	2,067 10	.....	.....	141,466 54	141,466 54
Ontario Southern .....	16,893 40	16,893 40	1,658 88	.....	1,557,664 80	1,557,664 80
Oswego and Rome .....	27,283 76	27,283 76	.....	.....	950,932 76	950,932 76
Oswego and Syracuse .....	70,805 00	79,865 00	.....	.....	1,757,290 43	1,757,290 43
Port Jervis and Monticello .....	19,581 81	19,584 81	63,949 35	63,912 35	1,116,612 02	1,124,080 47
Poughkeepsie, Hartford and Boston .....	42,846 47	42,846 47	.....	.....	1,490,920 40	1,490,920 40
Poughkeepsie, Saratoga, Ivesee .....	296,555 40	296,555 40	.....	.....	6,788,920 58	6,788,920 58
Rensselaer and Saratoga, Ivesee .....	4,763 41	4,763 41	15,395 99	15,295 99	2,428,550 89	2,428,550 89
Rhinebeck and Connecticut .....	28,968 26	29,004 24	324,881 77	33,867 55	1,442,514 25	1,485,470 74
Rochester and Genesee Valley .....	49,718 67	49,718 67	.....	.....	671,303 13	671,303 13
Rochester, Nunda and Pittsburgh .....	.....	.....	.....	.....	400,000 00	400,000 00
Rochester and State Line .....	86,120 00	97,374 24	.....	.....	1,469,780 81	2,310,377 82
Rome and Clinton .....	.....	.....	.....	.....	860,000 00	860,000 00
Rome, Watertown and Ogdensburg .....	89,351 14	89,351 14	5,331,314 45	5,350,915 21	9,321,314 45	9,350,915 21
Rye Lake .....	1,026 15	1,026 15	.....	.....	6,967 49	6,967 49
Saratoga and Schenectady .....	.....	.....	.....	.....	480,634 15	480,634 15
Schenectady and Duaneburgh .....	.....	.....	.....	.....	450,000 00	450,000 00
Schoharie Valley .....	900 00	900 00	.....	.....	102,983 80	102,983 80

## RAILROAD REPORT.

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Silver Lake.....	4,021 01	4,021 01	.....	.....	.....	187,576 05	187,576 05
Skaneateles.....	11,728 03	6,178 04	.....	.....	.....	177,098 40	177,098 40
Southtown and Port Jefferson.....	11,728 03	11,348 97	.....	.....	.....	500,021 06	500,021 06
Southern Central and Branch.....	404,000 75	454,000 75	.....	.....	.....	4,301,565 54	4,301,565 54
Southern Hempstead.....	.....	.....	.....	.....	.....	6,210,000 00	6,210,000 00
Southern of Long Island.....	.....	.....	.....	.....	.....	2,908,000 00	2,908,000 00
Southern Branch.....	.....	.....	.....	.....	.....	17,754 17	17,754 17
Southfield Branch and Port Morris.....	.....	.....	.....	.....	.....	980,000 00	980,000 00
Spartan Island.....	.....	.....	.....	.....	.....	480,000 00	480,000 00
Starling Mountain.....	.....	.....	.....	.....	.....	500,857 02	500,857 02
Suspension Bridge and Erie Junction, lessor.....	.....	.....	.....	.....	.....	1,500,000 00	1,500,000 00
Suspension Bridge and Erie Junction, lessee.....	.....	.....	.....	.....	.....	341,118 83	341,118 83
Sprague, Chenango and New York.....	.....	.....	.....	.....	.....	4,030,000 00	4,030,000 00
Syracuse, Chenango and New York.....	.....	.....	.....	.....	.....	1,001,400 14	1,001,400 14
Syracuse, Geneva and Corning.....	.....	.....	.....	.....	.....	2,430,588 75	2,430,588 75
Syracuse Junction.....	.....	.....	.....	.....	.....	732,597 57	732,597 57
Syracuse, Fuchix and Oswego.....	.....	.....	.....	.....	.....	97,480 14	97,480 14
Troy and Bennington.....	.....	.....	.....	.....	.....	285,833 37	285,833 37
Troy and Boston.....	.....	.....	.....	.....	.....	2,703,171 30	2,703,171 30
Troy and Greenbush.....	.....	.....	.....	.....	.....	204,905 36	204,905 36
Troy Union.....	.....	.....	.....	.....	.....	783,981 80	783,981 80
Utica and Delaware.....	.....	.....	.....	.....	.....	904,913 14	904,913 14
Utica.....	.....	.....	.....	.....	.....	50,000 00	50,000 00
Utica and Black River.....	.....	.....	.....	.....	.....	2,781,778 38	2,781,778 38
Utica, Chenango and Cortland.....	.....	.....	.....	.....	.....	239,124 23	239,124 23
Utica, Chenango and Susquehanna Valley.....	.....	.....	.....	.....	.....	4,145,923 73	4,145,923 73
Utica, Clinton and Binghamton.....	.....	.....	.....	.....	.....	1,259,517 35	1,259,517 35
Utica, Ithaca and Elmira.....	.....	.....	.....	.....	.....	2,849,919 56	2,849,919 56
Valley.....	.....	.....	.....	.....	.....	842,900 92	842,900 92
Wallkill Valley.....	.....	.....	.....	.....	.....	245,662 63	245,662 63
Warwick Valley.....	.....	.....	.....	.....	.....	150,161 67	150,161 67
Waverly and State Line.....	.....	.....	.....	.....	.....	64,398 05	64,398 05
West Shore Hudson River.....	.....	.....	.....	.....	.....	629,357 27	629,357 27
West Troy and Green Island.....	.....	.....	.....	.....	.....	130,120 86	130,120 86
Total.....	\$0,559,576 36	\$9,391,349 57	\$104,537,046 74	\$104,528,455 07	\$637,673,063 74	\$661,075,126 35	\$661,075,126 35

a In preceding.

d From report of 1874.

e From report of 1872, and represents capital stock and funded debt.

f From report of Buffalo and Jamestown for 1877.

g Represents capital stock and funded debt.

h From report of 1873.

i Total cost of road in 1875.

j Included in items 11 and 12.

k From report of 1872.

TABLE C.  
CHARACTERISTICS OF ROADS.

NAME OF ROAD.	(32)	(33)	(34)	(35)	(36)	(37)	(38)					
	Length of road, in miles, projected and laid.	Length of road laid, in miles.	Length of double track, including sidings, in miles.	Length of branches owned by the company laid, in miles.	Length of double track on same, in miles.	Weight per yard of rail on main track, in pounds.	Number of engine houses and shops.	Number of engines.	Number of passenger cars, first class.	Number of passenger cars, second class and emigrant.	Number of baggage, mail and express cars.	Number of freight cars.
Adirontack .....	135 00	60 00	2.75	.....	.....	56 and 60	4	3	4	.....	3	55
Addison .....	12 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Albany and Susquehanna .....	142 51	142 51	34 40	.....	.....	62	5	51	20	5	14	1,769
Albany and Vermont .....	12 18	12 18	10 93	.....	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic and Great Western .....	867 50	867 50	171 37	6 124.56	.....	55 to 63	15	165	12	28	32	2,484
Avon, Genesee and Mount Morris .....	17 56	17 56	1.00	.....	.....	57	.....	.....	.....	.....	.....	.....
Bath and Hammondsport .....	9 05	9 05	.05	.....	.....	40	1	2	3	.....	1	6
Black River and Morrisstown .....	36 60	36 60	2.25	.....	.....	56	8	.....	.....	.....	.....	.....
Black River and St. Lawrence .....	38 00	38 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston and Albany .....	201 65	201 65	371.81	4 119.83	1.00	Wooden rail.	23	243	184	.....	55	6,424
Boston and Albany .....	49 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, Albany and Schenectady .....	26 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, Hoosac Tunnel and Albany .....	156 00	90 00	3.00	.....	.....	61	.....	.....	.....	.....	.....	.....
Boston, Hoosac Tunnel and Western .....	330 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston, New York and Chicago .....	7 00	7 00	3.50	.....	.....	45 and 56	5	7	27	.....	.....	3
Brooklyn, Bath and Coney Island .....	8 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn, Coney Island and Central .....	6 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn, Coney Island and Rockaway .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn, Elevated, Silent Safety .....	7 50	7 50	8.25	.....	.....	56	1	5	40	.....	.....	1
Brooklyn, Flatbush and Coney Island .....	3 50	3 50	1.00	.....	.....	40, 45 and 50	1	8	11	.....	.....	8
Brooklyn and Rockaway Beach .....	7 50	.....	.....	.....	.....	56	.....	.....	.....	.....	.....	.....
Buffalo City .....	43 20	43 20	8 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, Corry and Pittsburgh .....	4 00	3 75	4 00	.....	.....	58	1	2	.....	.....	.....	.....
Buffalo Creek .....	4 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo Creek Extension .....	7 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo Crosstown .....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo Erie Basin .....	139 55	139 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo, New York and Erie .....	120 55	120 55	90 50	.....	.....	60	5	25	12	13	.....	1,049
Buffalo, New York and Philadelphia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



## RAILROAD REPORT.

XCV

Buffalo and Niagara Ship	1.00	67.33	9.07	56 and 60	9	0	0	2	100
Buffalo and Southwestern	334.00								
Buffalo, Syracuse and Albany	6.00								
Canal	35.00	30.00	1.00	56	3	3	1	1	8
Canandaigua, Palmyra and Ontario	30.00	38.00	5.00	56 to 63	2	6	2	2	6
Carthage, Watertown and Sackett's Harbor	38.00	34.01	6.00	60	2	2	2	2	12
Cayuga Southern	34.01	29.25							
Cayuga and Susquehanna	29.25								
Chazenovia, Canastota and Do Ruyter	25.00								
Central Saratoga	7.00								
Charlotte Lake View	25.00								
Chautauque Lake	17.80	17.80	4.50	64					
Chemung	30.99	20.99	1.35	56	1				
Cherry Valley, Sharon and Albany	15.86	15.86	.95	56	1	1		1	30
Clyton and Thruwest	4.25	4.25	1.00						
Clove Branch	5.00								
Coney Island Beach	5.00								
Coney Island High and Low Water Mark	5.00								
Coney Island and Rockaway	5.00								
Coney Island Surf	5.00								
Cooperstown and Susquehanna Valley	16.00	16.00	.25	50	1	2			11
Corning, Cowanesque and Auburn	63.00	53.00	8.11	59 and 63	5	13	4	4	700
Delhi and Middletown	30.00								
Delaware and Hudson Canal Co., L. & S. R.	22.01	32.01	4.70	62	1	11			
Dunkirk, Allegheny Valley and Pittsburgh	106.50	90.60	11.90	56 and 61	2	12		2	
Elmira, Jefferson Valley and Canandaigua	46.70	46.70	8.10	64	1		4	2	88
Elmira and State Line	50.60	45.60		63	1				
Elmira and Williamsport	76.70	76.70	4.80	64	1				
Erie International	4.25	4.25	2.11	63					
Erie and Genesee Valley	21.00	12.25		56					
Fishkill and Newburgh	10.00								
Fishing, North Shore and Central	53.14	53.14							
Fonda, Johnstown and Gloversville	10.00	10.00	1.00	60	1	5	4	1	10
Garnerville	5.00	.91	.12	56					
Geneva, Hornellsville and Pine Creek	122.00								
Geneva, Ithaca and Sayre	75.00	75.00	13.60	53	2	12	6	4	216
Geneva and Lyons	14.12	14.12	7.70	65					
Glendale and East River	6.00	2.70	1.02	40	1				
Glen's Falls	5.74	5.74							
Gloverville and Northville	16.17	16.17		56	1				
Goshen and Deckertown	14.77	11.55	.33	50 to 56					
Greene	8.00	8.00	1.00	62		2	1		1
Greenwich and Johnsonville	14.00	14.00	.75	50	2				
Harlem Extension	53.00	53.00	1.00	56		2		1	
Harlem River and Port Chester	21.00	11.30	16.60	62	1				
Hudson Suspension Bridge and New England	37.00								
Ithaca, Auburn and Western	26.57	26.57	1.38	56					
Jersey City and Albany	147.00	13.00	8.50	63					
Junction	8.50	7.67	8.91						
Kings Bridge and Yonkers	4.50								
Kings County	3.00								

TABLE C — (Continued).

NAME OF ROAD.	(32) Length of road, in miles, projected and laid.	(33) Length of road laid, in miles.	(34) Length of double track, including sidings, in miles.	(35) Length of branches owned by the com- pany laid, in miles.	(36) Length of double track on same, in miles.	(37) Weight per yard of rail on main track, in pounds.	(38)					
							Number of engine houses and shops.	Number of engines.	Number of passenger cars, first class.	Number of passenger cars, second class and emigrant.	Number of baggage, mail and express cars.	Number of freight cars.
Kings County Central.....	7.50	3.25	.....	.....	.....	40	.....	.....	.....	3	.....	134
Lake Champlain and Moriah.....	7.66	7.66	4.32	.....	.....	56 and 60	5	6	144	85	87	10,063
Lake Shore and Michigan Southern.....	540.37	540.37	608.03	c 636.43	.....	60	20	493	.....	.....	.....	.....
Lawrenceville and Erie.....	10.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lockport and Buffalo.....	13.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lor g Island.....	94.88	94.88	13.28	e 75.76	49.62	50, 52, 56, 60 and 63	11	65	109	43	15	377
Manhattan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marginal.....	4.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marine.....	5.00	1.65	10	.....	.....	40	.....	1	.....	.....	.....	.....
Metropolitan Elevated.....	5.00	5.00	5.30	.....	.....	56	.....	25	80	.....	.....	.....
Metropolitan Transit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middle Central.....	98.78	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middleburgh and Schoharie.....	6.75	6.75	1.00	.....	.....	45	1	1	.....	.....	.....	2
Middletown and Crawford.....	10.22	10.22	25	.....	.....	50	1	.....	.....	.....	.....	.....
Middletown, Unionville and Water Gap.....	13.00	13.00	46.00	.....	.....	56	.....	.....	.....	.....	.....	.....
Midway, Amersfort and Coney Island.....	7.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Monroe and Greenwood Lake.....	12.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montgomery and Erie.....	10.22	10.22	65.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nanuet and New City.....	4.50	4.50	53	.....	.....	56	.....	.....	.....	.....	.....	.....
Newburgh, Dutchess and Connecticut.....	56.58	56.58	8.00	.....	.....	56	3	.....	.....	.....	.....	.....
Newburgh and New York.....	12.50	12.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New England, New York and Pennsylvania.....	100.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Jersey and New York.....	31.50	81.50	6.75	.....	25	60	2	5	20	.....	.....	20
Newtown and Flushing.....	3.97	3.97	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newtown and Albany.....	146.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Bay Ridge and Jamaica.....	10.00	8.16	2.87	.....	.....	40 and 56	1	.....	.....	.....	.....	.....
New York, Brooklyn and Sea Shore.....	20.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York and Canada.....	112.93	112.93	13.34	37.00	2.69	62	.....	.....	.....	.....	.....	.....
New York Central and Hudson River.....	441.75	441.75	1,383.23	298.42	23.55	65	61	505	331	69	213	15,964
New York Central Niagara River.....	7.50	2.81	.....	.....	.....	60	.....	.....	.....	.....	.....	.....
New York City and Northern.....	51.33	21.78	58	.....	58	56	.....	.....	.....	.....	.....	.....





TABLE C — (Continued).

NAME OF ROAD.	(32)	(33)	(34)	(35)	(36)	(37)	(38)					
	Length of road, in miles, projected and laid.	Length of road laid, in miles.	Length of double track, including sidings, in miles.	Length of branches owned by the company laid, in miles.	Length of double track on same, in miles.	Weight per yard of rail on main track, in pounds.	Number of engine houses and shops.	Number of engines.	Number of passenger cars, first class.	Number of passenger cars, second class and emigrant.	Number of baggage, mail and express cars.	Number of freight cars.
Skaneateles .....	5.60	5.00	50	50	.....	56	1	2	1	.....	1	3
Southtown and Port Jefferson .....	19.02	19.02	.....	.....	.....	56	1	.....	.....	.....	.....	.....
Southern Central .....	114.00	114.00	17.25	.....	.....	56, 60 and 65	5	16	7	.....	5	399
Southern Hempstead Branch .....	5.42	5.42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern of Long Island .....	62.71	62.71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southfield Branch .....	1.60	1.00	.....	.....	.....	56	1	2	.....	.....	.....	.....
Springville and Sardinia .....	11.57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spayten Dayvil and Port Morris .....	14.00	6.04	6.04	.....	.....	62 and 65	.....	.....	.....	.....	.....	.....
Staten Island .....	13.00	13.00	33	.....	.....	56	2	4	9	.....	.....	7
Sterling Mountain .....	7.60	7.60	1.00	.....	.....	56	4	2	.....	1	.....	144
Suspension Bridge and Erie Junction .....	23.27	23.27	50.19	.....	.....	62	.....	.....	.....	.....	.....	.....
Syracuse, Binghamton and New York .....	81.00	81.00	23.00	.....	.....	53 to 63	5	13	5	.....	2	380
Syracuse, Chenango and New York .....	43.49	43.40	23.00	.....	.....	56	2	4	6	4	.....	60
Syracuse, Geneva and Corning .....	57.25	57.25	7.52	.....	.....	60	1	.....	.....	.....	.....	.....
Syracuse Junction .....	7.81	7.81	7.81	.....	.....	65 to 67	.....	.....	.....	.....	.....	.....
Syracuse, Phoenix and Oswego .....	30.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tioga and Savonia .....	30.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy and Bennington .....	5.38	5.38	38	.....	.....	58	.....	.....	.....	.....	.....	.....
Troy and Boston .....	34.74	34.74	13.50	46.19	1.19	60	5	17	15	.....	7	431
Troy and Greenbush .....	6.60	6.00	6.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Troy Union .....	2.14	2.14	.....	.....	.....	65	.....	.....	.....	.....	.....	.....
Uster and Delaware .....	150.00	74.00	5.20	.....	.....	56, 60 and 70	4	7	5	.....	3	131
Utica and Black River .....	87.00	87.00	8.07	.....	5.25	56 to 60	11	18	23	.....	10	210
Utica, Chenango and Cortland .....	32.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, Chenango and Susquehanna Valley .....	75.00	75.00	17.50	22.00	2.00	50 to 63	5	17	14	.....	7	3
Union .....	1.00	1.00	.....	.....	.....	50 to 62	2	.....	.....	.....	.....	.....
Utica, Clinton and Binghamton .....	31.30	31.30	5.00	.....	.....	.....	.....	2	3	.....	.....	.....
Utica and Fair Ground .....	13.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica and Elton Narrow Gauge .....	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Utica, Ithaca and Elmira .....	71.00	66.00	10.00	.....	.....	56 and 60	3	4	8	.....	.....	36
<b>Valley .....</b>	<b>11.50</b>	<b>11.50</b>	<b>1.00</b>	.....	.....	<b>60 to 65</b>	.....	.....	.....	.....	.....	.....



MILEAGE TABLE.  
ROADS IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.	Length of road, projected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles main line and branches built and owned in N. Y. State.
			Main line.	Branches	Total.	
SMALL CAPS lines.						
Adirondack		185.00	60.00	.....	60.00	60.00
Atlantic an		387.50	387.50	a 134.56	512.06	49.24
Bath and H		9.05	9.05	.....	9.05	9.05
Boston and		201.65	201.65	b 119.83	321.48	96.63
Brooklyn, I		7.00	7.00	.....	7.00	7.00
Brooklyn, I		7.50	7.50	.....	7.50	7.50
Buffalo, Co		43.20	43.20	.....	43.20	37.00
Buffalo Cr		4.00	3.75	.....	3.75	3.75
Buffalo Eri		.....	67.23	.....	67.23	67.23
Buffalo and		67.23	67.23	.....	67.23	67.23
Buffalo, Ne		120.55	120.55	.....	120.55	78.40
Chayuga So		38.00	38.00	.....	38.00	38.00
Chenoweth		29.25	29.25	.....	29.25	29.25
Clove Bran		4.25	4.25	.....	4.25	4.25
Cooperston		16.00	16.00	.....	16.00	16.00
DELAWARE						
at Star-		22.01	22.01	.....	22.01	17.65
Albany		142.51	142.51	.....	142.51	142.51
Albany		12.18	12.18	.....	12.18	12.18
Cherry		20.99	20.99	.....	20.99	20.99
Glen		5.74	5.74	.....	5.74	5.74
New I		112.93	112.93	37.00	149.93	140.93
Renss		86.21	86.21	62.44	148.65	112.50
Schen		13.79	13.79	.....	13.79	13.79
West		1.08	1.08	.....	1.08	1.08
Sarat		14.97	14.97	.....	14.97	14.97
DELAWARE						
Cogsw		34.61	34.61	.....	34.61	34.61
Green		8.00	8.00	.....	8.00	8.00
Ones		34.98	34.98	.....	34.98	34.98
Rome		12.70	12.70	.....	12.70	12.70



## RAILROAD REPORT.

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# STATE ENGINEER AND SURVEYOR'S

## MILEAGE TABLE. ROADS IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.		Length of road, projected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles built and owned in N. Y. State.
	From.	To.		Main line.	Branches	Total.	
Adirondack.....	Saratoga.....	North Creek.....	185.00	60.00	.....	60.00	60.00
Atlantic and Great Western.....	Salamanca, N. Y.....	Dayton, Ohio.....	387.50	387.50	.....	387.50	40.24
Bath and Hammondsport.....	Bath.....	Hammondsport.....	9.05	9.05	.....	9.05	9.05
Boston and Albany.....	Boston, Mass.....	Albany, N. Y.....	301.65	301.65	.....	301.65	56.63
Brooklyn, Bath and Coney Island.....	Greenwood.....	Coney Island.....	7.00	7.00	.....	7.00	7.00
Brooklyn, Flatbush and Coney Island.....	Atlantic avenue, Brooklyn.....	Brighton Beach.....	7.50	7.50	.....	7.50	7.50
Buffalo, Corry and Pittsburgh.....	Brocton, N. Y.....	Corry, Pa.....	43.90	43.90	.....	43.90	37.00
Buffalo Creek.....	N. Y. L. E. & Western R. R., Buffalo.....	Light-house, Buffalo.....	4.00	3.75	.....	3.75	3.75
Buffalo Erie Basin.....	Buffalo.....	Erie Basin wharf, Buffalo.....	.....	.....	.....	.....	.....
Buffalo and Southwestern.....	New York Central Track.....	Jamesstown, Pa.....	67.23	67.23	.....	67.23	67.23
Buffalo, New York and Philadelphia.....	Buffalo, N. Y.....	Emporium, Pa.....	120.55	120.55	.....	120.55	78.63
Cayuga Southern.....	Cayuga.....	Ithaca.....	38.00	38.00	.....	38.00	38.00
Cazenovia, Canastota and De Ruyter.....	Canastota.....	De Ruyter.....	29.25	29.25	.....	29.25	29.25
Clove Branch.....	Clove Branch Junction.....	Sylvan Lake.....	4.25	4.25	.....	4.25	4.25
Cooperstown and Susquehanna Valley.....	Cooperstown.....	Cooperstown Junction.....	16.00	16.00	.....	16.00	16.00
DELAWARE AND HUDSON CANAL CO. (L. & S. R. R.)	Nineveh, N. Y.....	Jefferson Junction at Starucca, Pa.....	22.01	22.01	.....	22.01	17.65
Albany and Susquehanna.....	Albany.....	Binghamton.....	142.51	142.51	.....	142.51	142.51
Albany and Vermont.....	Albany.....	Watford Junction.....	12.18	12.18	.....	12.18	13.13
Cherry Valley, Sharon and Albany.....	Cobleskill.....	Cherry Valley.....	20.99	20.99	.....	20.99	20.99
Glen's Falls.....	Ft. Edward.....	Glen's Falls.....	5.74	5.74	.....	5.74	5.74
New York and Canada.....	Lake Champlain.....	Rouse's Point and Vermont State Line.....	112.93	112.93	37.00	149.93	149.93
Rensselaer and Saratoga.....	Troy.....	Lake Champlain.....	86.21	86.21	63.44	149.65	112.50
Schenectady and Dutchessburgh.....	Schenectady.....	Quacker St. Junction, A. & S. R. R.....	13.79	13.79	.....	13.79	13.79
West Troy and Green Island.....	West Troy, N. Y.....	Green Island.....	1.08	1.08	.....	1.08	1.08
Saratoga and Schenectady.....	Saratoga.....	Schenectady.....	14.97	14.97	.....	14.97	14.97
DELAWARE, LACKAWANNA AND WESTERN R. R.	Owego.....	Cayuga Lake.....	34.61	34.61	.....	34.61	34.61
Cayuga and Susquehanna.....	Greene.....	Chenango Forks.....	8.00	8.00	.....	8.00	8.00
Oswego and Syracuse.....	Oswego.....	Syracuse.....	34.98	34.98	.....	34.98	34.98
Rome and Clinton.....	Rome.....	Clinton.....	13.70	13.70	.....	13.70	13.70

SMALL CAPS indicate lessees; *italics* indicate leased lines.

## RAILROAD REPORT.

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ALL THE ROADS IN OPERATION ARE 4 FT. 8½ IN. GAUGE, EXCEPT THE FOLLOWING:

Bath and Hammondsport.....	3 feet.	81.00	70.00	81.00	70.00	81.00	70.00	81.00	70.00
New York and Manhattan Beach.....	3 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Brooklyn and Rockaway Beach.....	3 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Glenside and East River.....	3 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Kings County Central.....	3 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
New York, Bay Ridge and Jamaica.....	3 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Marine.....	3 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Olean, Bradford and Warren.....	3 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Chemung.....	4 ft. 9 in.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Elmira, Jefferson and Canandaigua.....	4 ft. 9 in.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Elmira and Williamsport.....	4 ft. 9 in.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Atlantic and Great Western.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Buffalo Creek.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
New Jersey and New York.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Nanuet and New City.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
New York, Lake Erie and Western, and branches *.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Port Jervis and Monticello.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Southfield Branch.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Sterling Mountain.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Walkill Valley.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Warwick Valley.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00

\* The laying of a third rail, giving a gauge of 4 ft. 8½ in. from Buffalo to Jersey City, was completed near the close of 1878.

Genesee and Lyons Junction.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
New York Central Niagara River.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
New York and Harlem.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Niagara Bridge and Canandaigua.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Spartan Duyn and Port Morris.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00
Syracuse Junction.....	6 feet.	81.00	81.00	81.00	81.00	81.00	81.00	81.00	81.00

Genesee.....  
Main line at East Buffalo.....  
Main line in town of Wheat field.....  
New York.....  
Golden's Bridge.....  
Canandaigua.....  
Spartan Duyn.....  
N. Y. C. & H. R. R. Main line east of Syracuse.....  
Niagara Falls Branch at the International Bridge.....  
Niagara River.....  
Chatham Four Corners.....  
Lake Mahopac.....  
Suspension Bridge.....  
Port Morris.....  
N. Y. C. & H. R. R. Main line west of Syracuse.....

STATE ENGINEER AND SURVEYOR'S

MILEAGE TABLE.  
ROADS IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.	Length of road projected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles main line and branches in N. Y. State.
			Main line.	Branches	Total.	
Adirondack		185.00	60.00	.....	60.00	60.00
Atlantic and		387.50	387.50	a 124.56	512.06	49.24
Bath and		9.05	9.05	.....	9.05	9.05
Boston and		201.63	201.63	b 119.83	321.46	56.63
Brooklyn,		7.00	7.00	.....	7.00	7.00
Brooklyn,		7.50	7.50	.....	7.50	7.50
Buffalo, &		43.20	43.20	.....	43.20	37.00
Buffalo &		4.00	3.75	.....	3.75	3.75
Buffalo Br	Buffalo	.....	.....	.....	.....	.....
Buffalo and		67.23	67.23	.....	67.23	67.23
Buffalo, N		190.55	120.55	.....	190.55	78.65
Cayuga &		88.00	88.00	.....	88.00	33.00
Chenango		23.25	23.25	.....	23.25	20.25
Clove Brook		4.25	4.25	.....	4.25	4.25
Cooperstown		16.00	16.00	.....	16.00	16.00
DELAWARE						
Albany	at Star	22.01	22.01	.....	22.01	17.65
Albany		142.51	142.51	.....	142.51	142.51
Chenango		12.18	12.18	.....	12.18	12.18
Glens Falls		20.99	20.99	.....	20.99	20.99
New York		5.74	5.74	.....	5.74	5.74
VERMONT						
Benning		112.93	112.93	37.00	149.93	149.93
Schenectady		86.21	86.21	62.44	148.65	112.50
West		13.79	13.79	.....	13.79	13.79
Saratoga		1.08	1.08	.....	1.08	1.08
DELAWARE		14.97	14.97	.....	14.97	14.97
Cuyahoga		34.61	34.61	.....	34.61	34.61
Green		8.00	8.00	.....	8.00	8.00
Ontario		34.98	34.98	.....	34.98	31.98
Rome		12.70	12.70	.....	12.70	12.70

SMALL OAP  
lines.



## RAILROAD REPORT.

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Syracuse, Binghamton and New York.....	81.00	81.00	81.00
Utica, Chenango and Susquehanna Valley.....	76.00	76.00	98.00
Utica.....	31.30	31.30	31.30
Utica, Chenango and Binghamton.....	11.50	11.50	11.50
FALL RIVER COAL CO.			
Corning, Chenango and Antrim.....	53.00	53.00	15.64
Syracuse, Geneva and Corning.....	57.25	57.25	57.25
FONDA, JOHNSTOWN AND GLOVERSVILLE.....	10.00	10.00	16.17
Gloversville and Northville.....	16.17	16.17	16.17
Geneva, Ithaca and Sayre.....	75.00	75.00	75.00
Greenwich and Johnsonville.....	14.00	14.00	14.00
HARLEM EXTENSION, SOUTH COAL TRANS. CO.			
Harlem Extension.....	58.00	58.00	58.00
Lake Champlain and Moriah.....	7.06	7.06	7.06
Lake Shore and Michigan Southern.....	549.37	540.37	c 636.43
Long Island.....	94.88	94.88	d 75.76
Long Island City.....	53.14	53.14	53.14
Flushing, North Shore and Central.....	3.97	3.97	3.97
New York and Rockaway.....	8.98	8.98	8.98
Southtown and Port Jefferson.....	19.03	19.03	19.03
Southern Hempstead Branch.....	5.43	5.43	5.43
Southern (of Long Island).....	62.71	62.71	62.71
Marine.....	5.00	1.60	1.60
Metropolitan Elevated.....	5.00	5.00	5.00
Middleburgh and Schoharie.....	5.75	5.75	5.75
Middletown and Crawford.....	10.32	10.32	10.32
Newburgh, Dutchess and Connecticut.....	58.58	58.58	58.58
NEW JERSEY MIDLAND.....			
Jersey City and Albany.....	147.00	13.00	1.00
Middletown, Unionville and Water Gap.....	13.00	13.00	13.00
NEW JERSEY AND NEW YORK.....			
Garnerville.....	31.50	31.50	14.50
Nauwet and New City.....	5.00	91.00	91.00
NEW YORK CENTRAL AND HUDSON RIVER.....	4.50	4.50	4.50
Dunkirk, Allegany Valley and Pittsburgh.....	441.75	740.17	740.17
Geneva and Lyons.....	106.50	90.60	42.80
Junction.....	14.13	16.91	16.91
NEW YORK CENTRAL Niagara River.....	8.50	7.67	7.67
New York and Harlem.....	7.50	2.81	2.81
New York and Mohawk.....	126.96	126.96	126.96
Niagara Bridge and Chautauque.....	7.09	7.09	7.09
Spartan Dayvil and Port Morris.....	98.46	98.46	98.46
Syracuse Junction.....	14.00	6.04	6.04
Syracuse Junction.....	7.81	7.81	7.81



MILEAGE TABLE—(Continued).

NAME OF ROAD.	WHERE LOCATED.		Length of road protected as by charter.	LENGTH OF ROAD BUILT AND OWNED BY COMPANIES.			Total miles main line and branches built and owned by State.
	From.	To.		Main line.	Branches	Total.	
<i>Troy and Greenbush.</i>	Troy	Greenbush	6.00	6.00	.....	6.00	6.00
NEW YORK, LAKE ERIE AND WESTERN	South Ferry, New York City	61st St. on west side, 81st St. on east side	11.87	11.87	.....	11.87	11.87
<i>Avon, Genesee and Mt. Morris.</i>	Jersey City, N. J.	Dunkirk, N. Y.	480.69	480.69	6178.69	6389.71	484.93
<i>Buffalo, New York and Erie.</i>	Painted Post	Mt. Morris	17.54	17.54	.....	17.54	17.54
<i>Erie International.</i>	Main St., Buffalo	International Bridge	189.95	189.95	.....	189.95	189.95
<i>Erie and Genesee Valley.</i>	Mt. Morris	Danville	4.25	4.25	.....	4.25	4.25
<i>Goshen and Dutchess.</i>	Goshen	Fire Island	91.00	19.32	.....	19.32	19.32
<i>Montgomery and Erie.</i>	Goshen	Montgomery	14.77	11.65	1.00	19.53	19.53
<i>Northburgh and New York.</i>	Goshen	Vall Gate Junction	10.52	10.52	.....	10.52	10.52
<i>Norfolk and New Jersey.</i>	Junction at Bergen, N. J.	Vall Gate Junction	12.59	12.59	.....	12.59	12.59
<i>Pennsylvania Erie Coal and Railway Co.</i>	Sparks	Sparks, N. Y.	21.93	21.93	.....	21.93	19.56
<i>Pennsylvania Erie Coal and Railway Co.</i>	Carrollton, N. Y.	N. Y. City	4.37	4.37	.....	4.37	4.37
<i>Rochester and Genesee Valley.</i>	Carrollton, N. Y.	Glenville, Pa.	23.97	23.97	.....	23.97	23.97
<i>Shenandoah Bridge Erie Junction.</i>	East Buffalo	Shenandoah Bridge	23.37	23.37	.....	23.37	23.37
<i>Union.</i>	Patterson & Ramapo R. R.	N. Y. City	1.00	1.00	.....	1.00	1.00
NEW YORK AND MANHATTAN BEACH	Greenpoint, Brooklyn, E. D.	Manhattan Beach	15.00	5.44	.....	5.44	5.44
<i>Brooklyn and Rockaway Beach.</i>	East New York	Manhattan Beach	3.50	3.50	.....	3.50	3.50
<i>Glendale and East River.</i>	Greenpoint	Manhattan Beach	6.00	2.70	.....	2.70	2.70
<i>Kings County Central.</i>	Prospect Park	Manhattan Beach	7.50	3.33	.....	3.33	3.33
<i>New York Bay Bridge and Jamaica.</i>	Bay Ridge	Flatlands, Brooklyn	10.00	8.16	.....	8.16	8.16
NEW YORK, NEW HAVEN AND HARTFORD	Harlem Junction, N. Y.	Springfield, Mass.	123.00	123.00	767.50	1040.50	1013.16
<i>Harlem River and Port Chester.</i>	Harlem River	Port Chester	21.00	11.80	.....	11.80	11.80
<i>New York and Oswego Midland.</i>	Oswego	Middletown	249.00	249.00	115.00	364.00	364.00
<i>NORTHERN CENTRAL.</i>	Erte Junction	Watkins	17.80	17.80	.....	17.80	17.80
<i>Albany, Jefferson and Canandaigua.</i>	Watkins	Canandaigua	46.70	46.70	.....	46.70	46.70
<i>Albany and Williamsport.</i>	Williamsport, Pa.	Elmira Junction	76.70	76.70	.....	76.70	76.70
<i>Ogdensburg and Lake Champlain.</i>	Ogdensburg	Rouse's Point	118.00	118.00	.....	118.00	118.00
<i>Olean, Bradford and Warren.</i>	Olean	State Line	12.53	12.53	.....	12.53	12.53
<i>Ontario Southern.</i>	Sodus Point	Stanley	53.60	33.60	.....	33.60	33.60
PEN. N. AND NEW YORK CANAL AND RAILWAY CO.	Pennsylvania State line	N. Y. L. E. & W. R. R.	75	75	.....	75	75
<i>Watery and State Line.</i>	Port Jervis	Port Jervis	23.75	23.75	.....	23.75	23.75
<i>Port Jervis and Monticello.</i>	Port Jervis	State Line	47.46	43.66	.....	43.66	42.66
<i>Poughkeepsie, Hartford and Boston.</i>	Poughkeepsie	State Line	.....	.....	.....	.....	.....



MILEAGE TABLE.  
ROADS PROJECTED, NOT IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.		Miles of road projected, as by charter.	Miles of road built. Track not laid.
	From	To		
Addison, Osceola and Cowanesque Valley	Addison	Pennsylvania State line.	19.42	.....
Black River and St. Lawrence	Carthage	Russell	38.00	12.00
Boston, Albany and Schenectady	Massachusetts State line	Schenectady	49.00	.....
Boston, Hoosac Tunnel and Albany	Albany	Massachusetts State line	98.00	.....
Boston, Hoosac Tunnel and Western	Petersburgh at Vermont State line	Lake Ontario	156.00	20.00
Boston, New York and Chicago	Petersburgh	{ Sterling; west terminus.	830.00	.....
Brooklyn Coney Island Central	Brooklyn	{ Clifton; north terminus.	8.00	.....
Brooklyn Elevated Silent Safety	Brooklyn	Coney Island	8.00	.....
Buffalo City	Brooklyn	Wood Haven	7.50	1.00
Buffalo Creek Extension	Buffalo Creek	International Bridge	4.50	.....
Buffalo Crosstown	Buffalo Creek R. R.	International Bridge	7.00	.....
Buffalo Niagara Slip	International Bridge	Buffalo, N. Y. and Phil. R. R.	1.00	.....
Canal	Niagara Falls Branch Railroad	Lake Erie	838.00	.....
Canadaigua, Palmyra and Ontario	Buffalo	Albany	8.00	.....
Central Saratoga	Elmira	Horseheads	35.00	.....
Chautauque Lake	Canadaigua	Lake Ontario	7.00	.....
Coney Island High and Low Water Mark	Schenectady	Saratoga	20.00	.....
Coney Island and Rockaway	New York C. and H. R. R. at Charlotte.	Lake Ontario	5.00	.....
Coney Island Surf	Mayville	Jamestown and Falconer	6.00	.....
Delhi and Middletown	Norton and Murray Dock	Sheephead Bay	80.00	.....
Fishkill and Newburgh	Sheephead Bay Inlet	Sheephead Bay Inlet	10.00	.....
Geneva, Hornellsville and Pine Creek	Coney Island	Rockaway	182.00	.....
Hudson Suspension Bridge and New England	West end of Coney Island	East end of Coney Island	37.00	.....
Kings Bridge and Yonkers	Dean's Corners	Delhi	4.50	.....
Lawrenceville and Erie	Fishkill	Newburgh	3.00	.....
Lockport and Buffalo	Geneva	Pennsylvania State line	10.00	.....
Marginal	N. Y., J. E. and W. R. R. at Turners	Connecticut State line	10.00	.....
Middle Central	Kings Island	Yonkers	13.18	.....
Monroe and Greenwood Lake	Coney Island	Parkville	4.00	.....
New England, New York and Pennsylvania	Lockport	N. Y., J. E. and W. R. R.	98.78	.....
New York and Albany	Ocean Parkway	Town of Gravesend	7.00	.....
New York, Brooklyn and Sea Shore	Sodus Bay	Pennsylvania State line at Waverly	12.00	.....
	Brooklyn	Coney Island	100.00	.....
	Monroe	Greenwood Lake	148.00	.....
	N. J. State line at Greenwood Lake	A. and S. Railroad in Albany county	20.00	.....
	Albany	Jersey City, N. J.	.....	.....
	Brooklyn	Rockaway Beach and Far Rockaway	.....	.....

## RAILROAD REPORT.

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New York City and Northern	New York and Harlem R. R. at Brewsters.	81.83	91.78
New York and Northern	Bronxville	61.00	6.00
New York and New York	Connecticut State line	0.71	0.00
New York and New York	Coney Island	4.50	8.78
New York and New York	New York and Sea Beach R. R.	0.00	0.00
New York and New York	Buffalo River Branch L. I. Railroad.	17.00	0.00
New York and New York	Hudson River at Yonkers.	24.00	0.00
New York and New York	Port Chester	5.00	0.00
New York and New York	Roseton, N. Y.	21.50	0.00
New York and New York	Rockaway Beach	424.84	2.50
New York and New York	R. W. and O. Railroad at Lewiston.	15.00	0.00
New York and New York	Sheepshead Bay	8.00	0.00
New York and New York	The Walkill River	6.00	0.00
New York and New York	Geneva	23.00	0.00
New York and New York	Dresden	16.00	0.00
New York and New York	Roseton Crossing	6.00	0.00
New York and New York	Rockaway Beach	18.00	18.00
New York and New York	N. Y. and Harlem Railroad at Kensico.	10.00	0.00
New York and New York	Coney Island, Sedge Bank	4.25	0.00
New York and New York	Sheepshead Bay	15.00	0.00
New York and New York	Sardonia Junction	4.00	0.00
New York and New York	Syracuse	11.37	0.00
New York and New York	S. C. and A. Railroad	36.00	0.00
New York and New York	N. Y. and O. M. Railroad at Otisville.	50.00	0.00
New York and New York	Fair Ground	32.00	0.00
New York and New York	Ilion	1.00	0.00
New York and New York	Mount Vernon	13.00	0.00
New York and New York	Athens	11.00	0.00
New York and New York		93.00	0.00
Total		2,931.11	84.49



# STATE ENGINEER AND SURVEYOR'S

## MILEAGE TABLE.

ROADS PROJECTED, NOT IN OPERATION.

NAME OF ROAD.	WHERE LOCATED.		Miles of road projected, as by charter.	Miles of road built. Track not laid.
	From	To		
Addison.....	Admission.....	Pennsylvania State line.....	12.43	.....
Black River and Cowanesque Valley.....	Carthage.....	Rosell.....	38.00	12.00
Boston, Albany and Schoenectady.....	Massachusetts State line.....	Schoenectady.....	49.00	.....
Boston, Hoosac Tunnel and Albany.....	Albany.....	Massachusetts State line.....	28.00	.....
Boston, Hoosac Tunnel and Western.....	Petersburgh at Vermont State line.....	Large Ontario.....	156.00	20.00
Boston, New York and Chicago.....	Petersburgh.....	Clayton; west terminus.....	830.00	.....
Brooklyn Coney Island Central.....	Brooklyn.....	Coney Island.....	8.00	.....
Brooklyn Coney Island and Rockaway.....	Brooklyn.....	Coney Island.....	8.50	.....
Brooklyn Elevated Street Safety.....	Brooklyn.....	Wood Haven.....	7.50	1.00
Buffalo Creek.....	Buffalo Creek.....	International Bridge.....	4.50	.....
Buffalo Creek Extension.....	Buffalo Creek R. R.....	International Bridge.....	7.00	.....
Buffalo Crostown.....	International Bridge.....	Rutland, N. Y. and Phil. R. R.....	1.00	.....
Buffalo Niagara Ship.....	Niagara Falls Branch Railroad.....	Lake Erie.....	838.00	.....
Buffalo, Syracuse and Albany.....	Buffalo.....	Albany.....	8.00	.....
Canal.....	Elmira.....	Horsesheds.....	6.00	.....
Canandaigua, Palmyra and Ontario.....	Canandaigua.....	Lake Ontario.....	32.00	.....
Central Saratoga.....	Schenectady.....	Saratoga.....	25.00	.....
Charlotte Lake View.....	N. Y., L. E. and W. R. R. at Charlotte.....	Lake Ontario.....	7.00	.....
Chautauque Lake.....	Mayville.....	Jamesstown and Falconer.....	25.00	.....
Coney Island Beach.....	Norton and Murray Dock.....	Sheephead Bay.....	5.00	.....
Coney Island High and Low Water Mark.....	Sheephead Bay Inlet.....	Sheephead Bay Inlet.....	5.00	.....
Coney Island and Rockaway.....	Coney Island.....	Rockaway.....	5.00	.....
Coney Island Surf.....	West end of Coney Island.....	East end of Coney Island.....	5.00	.....
Delhi and Middletown.....	Dean's Corners.....	Delhi.....	30.00	.....
Delhi and Newburgh.....	Fishkill.....	Newburgh.....	10.00	.....
Geneva, Hornellsville and Pine Creek.....	Geneva.....	Pennsylvania State line.....	192.00	.....
Hudson Suspension Bridge and New England.....	N. Y., L. E. and W. R. R. at Turners.....	Connecticut State line.....	37.00	.....
Kings Bridge and Yonkers.....	Kings Bridge.....	Yonkers.....	4.50	.....
Kings County.....	Coney Island.....	Parkville.....	10.00	.....
Lawrenceville and Erie.....	Lawrenceville.....	N. Y., L. E. and W. R. R.....	13.18	.....
Lockport and Buffalo.....	Lockport.....	Tonawanda.....	98.78	.....
Marginal.....	Ocean Parkway.....	Town of Gravesend.....	7.00	.....
Middle Central.....	Sodus Bay.....	Pennsylvania State line at Waverly.....	12.00	.....
Midway, Amersfort and Coney Island.....	Brooklyn.....	Coney Island.....	100.00	.....
Montroe and Greenwood Lake.....	Monroe.....	Greenwood Lake.....	146.00	.....
New England, New York and Pennsylvania.....	N. J. State line at Greenwood Lake.....	A. and S. Railroad in Albany county.....	20.00	.....
New York and Albany.....	Albany.....	Jersey City, N. J.....	.....	.....
New York, Brooklyn and Sea Shore.....	Brooklyn.....	Rockaway Beach and Far Rockaway.....	.....	.....



## RAILROAD REPORT.

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New York City and Northern	New York	New York and Harlem R. R. at Brewsters	51.33	21.78
New York, Binghamton and Northern	New York	Brookfield, Connecticut	60.00	5.56
New York and New England	New York	Connecticut State line	4.50	3.78
New York Quick Transit	New York	Westerbury, town of	3.00	3.00
New York and Sea Beach	New York	New York and Sea Beach R. R.	17.00	3.00
New York, Sea Beach and Coney Island	New York	Sag Harbor Branch L. I. Railroad	294.00	5.00
New York and South Side	New York	Buffalo	5.00	5.00
New York State	New York	Hudson River at Yonkers	21.50	2.50
New York Underground Extension	New York	Port Chester	491.84	15.00
New York, Westchester and Boston	New York	Buffalo, N. Y.	15.00	8.00
New York, Westchester and Chicago	New York	Rockaway Beach	6.00	6.00
New York, Woodhaven and Rockaway	New York	R. W. and O. Railroad at Lewiston	23.00	16.00
Niagara Falls Branch	New York	Sheepshead Bay	16.00	6.00
Orange County	New York	The Wallkill River	6.00	18.00
Penn Yan and Geneva	New York	Geneva	6.00	18.00
Penn Yan and New York	New York	Dresden	18.00	10.00
Rochester, Nunda and Pittsburgh	New York	Rosset's Crossing	4.25	15.00
Rockaway Elevated	New York	Rockaway Beach	15.00	4.00
Rye Lake	New York	Coney Island, Sedge Bank	11.57	30.00
Sheepshead Bay and Coney Island	New York	Sheepshead Bay	30.00	33.00
Springville and Sardinia	New York	Sardinia Junction	1.00	13.00
Springville, Phoenix and Oswego	New York	Syracuse	11.00	98.00
Tioga and Savona	New York	C. C. and A. Railroad	30.00	30.00
Utica, Chenango and Cortland	New York	N. Y. and O. M. Railroad at Otsello	33.00	1.00
Utica and Fair Ground	New York	Fair Ground	1.00	11.00
Utica and Ilion Narrow Gauge	New York	Ilion	11.00	11.00
Westchester County	New York	Mount Vernon	98.00	84.43
West Shore Hudson River	New York	Athens	98.00	84.43
Total			2,931.11	

## MILEAGE TABLE — (Continued).

## RECAPITULATION.

## ROADS IN OPERATION.

Miles of road projected, as per charter.....	6,775.20
Miles of road built.....	6,801.01
Miles of branches built.....	2,005.30
Total miles of road and branches built.....	8,806.31
Total miles of road and branches built in the State.....	5,752.24
Total miles of road and branches built out of the State.....	2,554.07

## ROADS PROJECTED.

Miles of road projected, as per charter.....	2,951.11
Miles of road built; track not laid.....	84.42

## SUMMARY.

Miles of road in operation and projected.....	6,775.20
Miles of road projected, not built.....	2,951.11
Total.....	9,720.631
Miles of road laid with track.....	8,806.31
Miles of road built; track not laid.....	84.42
Total.....	8,890.73

## RAILROAD REPORT.

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TABLE D. 1.  
BUSINESS OF THE YEAR—PASSENGER.

NAME OF ROAD.	(40) Miles run by passenger trains.	(41) RATE OF FARE PER MILE CHARGED TO PASSENGERS.						(43) Number of passengers in cars (all classes) carried in	(44) Number of miles traveled by passengers, or number of passengers carried one mile.	(47) Average rate of speed adopted by ord. pass. trains, including stops (miles per hour).	(48) Rate of speed of same when in motion (miles per hour).	(49) Average rate of speed adopted by express trains, including stops (miles per hour).	(50) Rate of speed of same when in motion (miles per hour).	Average weight in tons of passenger and baggage.	(51)
		1st CLASS.													
		2d CLASS.													
		EMIGRANT.													
		Through.	Way.	Through.	Way.	Through.	Way.								
Adirondack.....	50,428	2.50	3.00	.....	.....	.....	.....	21,720	603,374	21	23.50	23	23	.....	134
Albany and Susquehanna.....	261,915	2.50	3.00	.....	.....	1.00	.....	304,685	8,784,815	23.50	23	23	23	.....	151
Atlantic and Great Western.....	1,029,540	2.75	2.00	2.50	.....	1.00	.....	992,392	36,264,145	20	23	23	23	.....	80
Bath and Hammondsport.....	18,864	4.00	4.00	.....	.....	.....	.....	13,687	134,780	14	15	.....	.....	.....	30
Boston and Albany.....	1,885,825	2.37	3.00	.....	.....	1.50	.....	5,200,641	101,221,955	25	25	33	33	.....	156
Brooklyn, Bath and Coney Island.....	73,792	2.86	3.00	In proportion.....	.....	.....	.....	467,691	1,167,740	10	14	10	14	.....	26
Brooklyn, Flatbush and Coney Island.....	63,913	2.50	3.00	.....	.....	.....	.....	602,692	4,190,274	20	20	23	23	.....	44
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	20	.....	.....	.....	30
Buffalo and Jamestown.....	94,354	3.00	3.00	2.00	3.00	2.00	3.00	28,586	823,038	20	25	25	25	.....	91
Buffalo and Southwestern.....	87,056	3.00	3.00	2.00	3.00	2.00	3.00	101,024	3,770,017	20	25	30	30	.....	50
Buffalo, New York and Philadelphia.....	122,614	3.00	3.50	.....	.....	.....	.....	180,122	3,833,675	25	30	25	30	.....	44
Cayuga Southern.....	25,610	3.00	3.00	.....	.....	.....	.....	43,345	614,807	30	34	30	30	.....	50
Cayuga and Susquehanna.....	41,369	4.00	4.00	.....	.....	2.00	2.00	25,016	438,767	20	24	20	24	.....	50
Cazenovia.....	22,630	5.00	5.00	.....	.....	.....	.....	15,639	119,472	30	35	.....	.....	.....	75
Cazenovia, Canastota and De Ruyter.....	50,834	5.00	5.00	2.65	2.65	2.65	2.65	112,725	1,717,795	22	25	.....	25	.....	50
Chemung.....	48,763	3.00	3.00	.....	.....	.....	.....	2,234	6,312	.....	.....	.....	.....	.....	50
Clove Branch.....	28,440	3.00	3.00	.....	.....	.....	.....	30,368	371,912	16	20	.....	.....	.....	50
Cooperstown and Susquehanna Valley.....	81,614	3.00	3.00	.....	.....	.....	.....	58,019	944,768	30	35	30	35	.....	65
Corning, Cowanesque and Antrim.....	122,567	3.00	3.00	.....	.....	.....	.....	118,100	2,563,683	30	35	30	35	.....	65
Dunkirk, Allegheny Valley and Pittsburgh.....	122,823	2.80	2.80	2.80	2.80	2.80	2.80	96,081	2,279,286	25	25	25	25	.....	54
Empire, Jefferson and Camadadigues.....	70,637	3.00	3.00	.....	.....	.....	.....	83,273	845,150	15	15	.....	.....	.....	54
Elmira State Line.....	116,716	2.41	2.41	.....	.....	.....	.....	80,546	513,418	22	25	25	25	.....	50
Elmira and Williamsport.....	2,006,587	1.91	2.31	.....	.....	1.68	.....	3,080,242	86,154,310	20 to 28	26 to 30	25 to 30	26 to 30	.....	150
Erie.....	64,962	4.00	4.00	.....	.....	.....	.....	147,525	1,106,437	17	20	.....	.....	.....	65
Fonda, Johnstown and Gloversville.....	109,769	4.63	5.00	.....	.....	.....	.....	95,811	1,764,415	22.40	30	22.40	30	.....	65
Geneva, Ithaca and Sayre.....	.....	3.00	3.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE D. 1 — (Continued).

NAME OF ROAD.	(40) Miles run by passenger trains.	(42) RATE OF FARE PER MILE CHARGED TO PASSENGERS.								(43) Number of passengers (all classes) carried in cars.	(44) Number of miles traveled by passengers, or number of passengers carried one mile.	(47) Average rate of speed adopted by ord. pass. trains, including stops (miles per hour).	(48) Rate of speed of same when in motion (miles per hour).	(49) Average rate of speed adopted by express trains, including stops (miles per hour).	(50) Rate of speed of same when in motion (miles per hour).	(53) Average weight in tons of pass. trains, exclusive of passengers and baggage.		
		1ST CLASS.				2D CLASS.											EMIGRANT.	
		Through.		Way.		Through.		Way.									Way.	
		Through.	Way.	Through.	Way.	Through.	Way.	Through.	Way.									
Greene .....	9,981	3.00	3.00	.....	.....	.....	.....	.....	37,261	261,496	24	30	24	30	95			
Greenwich and Johnsonville .....	*17,328	4.21	3.35	.....	.....	.....	.....	.....	11,794	267,116	22	25	.....	.....	.....			
Hartford .....	33,176	3.00	3.00	.....	.....	.....	.....	.....	28,076	557,520	18	.....	.....	.....	.....			
Lake Champlain and Moriah .....	.....	6.33	3.00	.....	.....	.....	.....	.....	442	.....	.....	.....	.....	.....	.....			
Lake Champlain and Moriah .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Lake Shore and Michigan Southern .....	2,341,065	2.50	3.00	2.00	2.00	.....	1.00	.....	2,741,042	133,973,120	25	31	30	35	175			
Long Island .....	1,412,365	2.50	3.00	.....	.....	.....	.....	.....	4,157,515	51,050,495	20	25	28	35	.....			
Marine .....	1,100	3.00	5.00	.....	.....	.....	.....	.....	50,274	94,888	10	10	10	10	30			
Middleburgh and Schoharie .....	10,758	3.00	5.00	.....	.....	.....	.....	.....	10,118	45,500	12	15	12	15	10			
Middletown and Crawford .....	8,228	3.00	3.00	3.00	3.00	.....	.....	.....	18,450	139,200	15	20	.....	.....	25			
Metropolitan Elevated .....	.....	10.00	.....	.....	.....	.....	.....	.....	4,260,348	.....	.....	.....	.....	.....	.....			
Newburgh, Dutchess and Connecticut .....	26,899	2.61	3.00	2.63	3.00	.....	.....	.....	68,759	712,269	19	23	.....	.....	.....			
New Jersey and New York .....	122,003	1.75	3.00	.....	.....	.....	.....	.....	411,947	5,767,258	21	35	25	40	95			
New York and Canada .....	174,822	2.88	4.00	.....	.....	.....	.....	.....	101,344	4,158,108	24	28	30	33	110			
New York Central and Hudson River .....	4,888,562	2.01	2.50	1.56	1.70	1.13	1.18	.....	8,927,521	300,372,140	25	30	30	35	150			
New York Elevated .....	.....	.....	.....	.....	.....	.....	.....	.....	4,916,322	.....	.....	.....	.....	.....	.....			
New York, Lake Erie and Western .....	1,026,130	1.74	2.30	.....	.....	.....	.....	.....	1,816,085	51,172,439	20 to 22	26 to 30	26 to 30	30 to 40	150			
New York and Manhattan Beach .....	16,917	.....	.....	.....	.....	.....	.....	.....	1,056,871	11,372,489	25	25	25	30	47			
New York, New Haven and Hartford .....	1,881,499	2.62	2.85	.....	.....	.....	.....	.....	3,325,468	106,458,031	25	28	30	35	160			
New York and Oswego Midland .....	357,896	3.00	3.00	.....	.....	.....	.....	.....	201,457	6,573,576	15	25	.....	.....	75			
Ogdensburg and Lake Champlain .....	154,831	1.50	3.75	1.50	.....	.....	.....	.....	115,618	3,369,125	25	31	28	33	75			
Olean, Bradford and Warren .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			
Ontario Southern .....	12,628	5.00	5.00	.....	.....	.....	.....	.....	91,713	676,565	15	18	15	18	30			
Oswego and Syracuse .....	* 63,261	3.00	3.00	.....	.....	.....	.....	.....	29,085	334,478	15	17	15	17	27			
Port Jervis and Monticello .....	88,013	3.50	3.50	.....	.....	.....	.....	.....	138,372	2,330,504	24	31	27	33	60			
Poughkeepsie, Hartford and Boston .....	31,450	3.00	3.00	.....	.....	.....	.....	.....	25,193	377,076	16	18	.....	.....	40			
Rensselaer and Saratoga .....	48,255	3.20	4.00	3.20	4.00	.....	.....	.....	51,040	736,372	18	22	.....	.....	110			
Rhinebeck and Connecticut .....	445,038	2.88	3.20	.....	.....	.....	.....	.....	1,132,563	19,381,513	24	28	30	33	110			
Rhinebeck and Connecticut .....	*63,212	3.00	3.00	.....	.....	.....	.....	.....	13,307	139,039	14	18	.....	.....	115			
Rochester and State Line .....	95,812	3.00	3.00	.....	.....	.....	.....	.....	90,177	1,890,272	22	30	22	30	65			

## RAILROAD REPORT.

**cix**

Rome and Clinton	7,726	80,476	981,463	90	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	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**Mixed trains.**



STATE ENGINEER AND SURVEYOR'S

TABLE D. 2.  
BUSINESS OF THE YEAR — FREIGHT.

NAME OF ROAD.	(41) Miles run by freight trains.	(45) Number of tons of freight carried in cars.	(46) Total movement of freight, or number of tons carried one mile.	(51) Average rate of speed adopted by freight trains, in- cluding stops (miles per hour).	(52) Rate of speed of motion when in same miles per hour.	(54) Average weight in tons of freight exclusive of freight.
Adirondack .....	• 393,914	16,150	453,545	14	18	• 328
Albany and Susquehanna .....	3,326,642	468,011	47,370,659	9	12	221
Atlantic and Great Western .....	• 3,326,642	2,647,146	327,792,474	10	16	45
Bath and Hammondsport .....	3,683,358	4,078	40,000	• 12	15	212
Boston and Albany .....	1,000	• 1,510	8,845	• 12	15	• 34
Brooklyn, Bath and Coney Island .....	• 1,000	438,616	• 1,475,710	• 10	15	• 303
Brooklyn, Flatbush and Coney Island .....	14,490	31,519	9,534,136	12	16	303
Buffalo and Jamestown .....	75,673	138,227	60,192,763	10	12	290
Buffalo and Southwestern .....	377,777	781,385	4,930,338	12	12	178
Buffalo, New York and Philadelphia .....	82,190	153,486	1,448,964	• 12	14	125
Cayuga Southern .....	84,175	47,998	99,000	• 10	12 to 14	• 170
Cazenovia and Susquehanna .....	• 104,005	7,075	14,616,935	• 10	• 14	• 290
Cazenovia, Canastota and DeKuyter .....	• 104,005	780,630	246,897	• 10	• 14	• 290
Chemung .....	• 104,005	88,117	159,110	• 10	• 14	• 290
Clove Branch .....	• 104,005	11,965	11,479,710	• 10	• 14	• 290
Cooperstown and Susquehanna Valley .....	• 104,005	453,692	20,125,653	• 10	• 14	• 290
Corning, Cowanesque and Antrim .....	112,484	330,673	23,243,907	• 10	• 14	• 290
Dunkirk, Allegany Valley and Pittsburgh .....	236,081	563,459	16,948,754	• 10	• 14	• 290
Elmira, Jefferson and Canandaigua .....	250,320	562,158	6,273,231	• 10	• 14	• 290
Elmira State Line .....	172,883	765,670	811,145,801	• 10	• 14	• 290
Elmira and Williamsport .....	5,197,689	4,128,906	430,024	• 9	• 14	• 290
Erie .....	• 9,077	38,590	22,431,008	• 9	• 14	• 290
Fonda, Johnstown and Gloversville .....	918,271	601,833	1,326,896	• 9	• 14	• 290
Geneva, Ithaca and Sayre .....	• 13,705	166,405	1,326,896	• 9	• 14	• 290
Greene .....	• 13,705	10,677	128,124	• 9	• 14	• 290
Greenwich and Johnsonville .....	• 13,705	41,910	1,676,400	• 9	• 14	• 290
Harlem Extension .....	35,960	246,257	1,876,254	• 7	• 8	• 50
Lake Champlain and Moriah .....	246,257	5,917,431	1,283,118,977	• 10	• 13	425
Lake Shore and Michigan Southern .....	6,231,004	254,680	7,392,620	• 10	• 13	• 425
Long Island .....	196,685	• 254,680	• 254,680	• 10	• 13	• 425

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Middleburgh and Schoharie	4,500	4,830	94,195	13	15	95
Middletown and Crawford	16,460	16,460	70,434	13	15	95
Newburgh, Dutchess and Connecticut	83,162	10,403	2,810,010	13	15	95
New Jersey and New York	301,936	104,186	1,090,037	13	15	95
New York and Canada	118,760	223,716	11,850,068	13	15	95
New York Central and Hudson River	11,106,677	7,008,413	2,042,700,132	13	15	95
New York, Lake Erie and Western	4,453,972	2,021,662	413,618,437	13	15	95
New York and Manhattan Beach	13,267	16,740	120,308	13	15	95
New York and New Haven	702,221	1,272,239	45,004,331	13	15	95
New York and Oswego Midland	60,543	212,511	12,701,820	13	15	95
Ogdensburg and Lake Champlain	307,068	293,813	91,134,057	13	15	95
Olean, Bradford and Warren	.....	14,025	207,710	8	10	40
Ontario Southern	.....	37,675	828,374	10	17	125
Oswego and Syracuse	135,821	293,498	9,763,218	10	17	280
Port Jervis and Monticello	1,040	14,884	277,740	12	14	110
Poughkeepsie, Hartford and Boston	24,208	18,617	494,822	10	15	75
Rensselaer and Saratoga	285,060	580,413	30,840,822	10	16	230
Rhinelock and Connecticut	.....	78,103	2,106,343	14	18	115
Rochester and State Line	118,850	134,776	12,124,622	8	12	225
Rome and Clinton	8,397	27,773	314,007	10	15	153
Rome, Watertown and Ogdensburg	387,003	370,905	24,067,418	10	15	200
Schoharie Valley	.....	10,300	51,500	.....	.....	40
Silver Lake	.....	8,121	48,796	.....	.....	50
Skaneateles	235,580	16,162	56,567	.....	.....	50
Southern Central	1,961	40,071	37,143,986	13	15	180
Southern Branch	.....	21,971	21,971	15	15	50
Starling Mountain	372,065	44,770	243,683	.....	.....	200
Syracuse, Chenango and New York	108,732	749,857	56,886,538	10	13	85
Syracuse, Geneva and Corning	185,223	44,152	759,319	.....	.....	200
Troy and Boston	33,920	293,438	14,245,250	12	14	260
Utter and Delaware	115,379	566,904	21,976,234	10	13 to 15	95
Utica and Black River	145,242	85,467	1,548,397	12	15	95
Utica, Chenango and Susquehanna Valley	21,017	103,660	5,367,203	9	15	280
Utica, Clinton and Binghamton	69,979	182,238	11,437,225	14	14	200
Utica, Ithaca and Elmira	52,589	76,226	1,490,872	8	12	100
Valley	28,481	981,772	4,126,622	10	12	300
Walkill Valley	.....	54,638	1,088,277	10	12	125
Warwick Valley	38,499,975	20,911	.....	.....	.....	.....
	38,320,573	5,807,260,313	.....	.....	.....	.....

\* Included in passenger trains. † Represents amount carried in State of New York — whole number of tons carried, 883,799.

TABLE D. 2.—(Continued).  
(55) AMOUNT OF FREIGHT CLASSIFIED.

NAME OF ROAD.	The products of the forest.	The products of animals.	Vegetable food.	Other agricultural products.	Manufac- tures.	Merchan- dise.	Coal.	Other articles.	Total.
Adirondack.....	2,510	1,858	497	1,235	7,143	2,254	.....	653	16,160
Albany and Susquehanna.....	15,361	9,052	30,723	50,973	21,582	95,604	229,245	84,470	468,011
Atlantic and Great Western.....	119,793	145,190	240,861	88,852	231,703	164,074	704,611	952,043	2,617,148
Bath and Hammondsport.....	60	29	134	1,849	157	838	931	4,078	4,078
Boston and Albany.....	150,000	30,000	163,000	107,000	180,000	580,000	284,000	1,168,555	2,612,555
Brooklyn, Flatbush and Long Island.....	.....	.....	700	.....	.....	750	60	.....	1,510
Buffalo Creek.....	.....	.....	.....	.....	.....	.....	285,035	133,580	438,616
Buffalo and Jamestown.....	3,049	1,845	8,408	171	4,460	1,574	10,976	1,096	31,519
Buffalo and Southwestern.....	11,832	4,575	5,615	886	7,976	8,331	92,407	6,506	138,227
Buffalo, New York and Philadelphia.....	100,732	18,469	26,061	240	13,166	86,940	316,015	189,379	731,395
Cayuga Southern.....	21,315	a	a	a	a	a	134,171	.....	155,486
Cayuga and Susquehanna.....	3,461	1,149	4,615	963	1,159	1,770	32,010	2,242	47,308
Cazenovia, Canastota and De Ruyter.....	1,050	140	320	635	.....	225	1,425	1,040	7,075
Chemung.....	15,878	5,785	107,552	a	37,117	32,808	561,017	18,742	780,530
Clove Branch.....	941	479	144	59	7,460	234	13,674	35,136	55,117
Cooperstown and Susquehanna Valley.....	753	429	1,523	2,227	877	1,613	2,863	1,081	11,365
Corning, Cayugaesque and Antrim.....	23,791	210	1,425	7,041	16,892	a	410,323	.....	488,692
Dunkirk, Allegheny Valley and Pittsburgh.....	29,444	873	6,728	3,012	4,751	5,535	111,401	177,909	330,673
Elmira, Jefferson and Canandaigua.....	15,133	5,629	108,050	a	28,997	15,195	376,063	16,402	563,459
Elmira State Line.....	15,276	6,345	7,152	a	13,214	10,754	449,447	.....	502,158
Elmira and Williamsport.....	11,876	5,311	96,850	a	46,214	30,626	550,158	24,635	755,670
Erie.....	128,826	294,412	740,727	96,516	170,643	404,638	1,948,157	345,967	4,128,906
Fonda, Johnstown and Gloversville.....	8,308	1,516	1,434	1,742	6,429	a	12,568	1,073	39,590
Geneva, Ithaca and Sayre.....	118,193	a	19,123	a	7,064	383,639	129,615	.....	501,853
Greene.....	4,734	3,255	3,094	3,305	1,254	2,394	2,245	2,889	106,405
Greenville and Johnsonville.....	145	9	.....	.....	5,339	6,967	6,740	1,241	10,677
Harlem Extension.....	10,477	.....	.....	.....	.....	244,910	1,317	13,467	41,910
Lake Champlain and Moriah.....	.....	.....	.....	.....	.....	933,657	694,025	1,023,457	5,917,481
Lake Champlain and Michigan Southern.....	465,855	515,748	1,714,886	178,428	389,405	.....	.....	254,580	2,241,680
Long Island.....	.....	.....	.....	.....	.....	.....	800	206	4,859
Middleburgh and Schoharie.....	57	14	.....	166	579	2,457	.....	671	6,852
Middleburgh and Crawford.....	1,473	3,124	.....	733	197	.....	.....	41,716	110,506
Newburgh, Dutchess and Connecticut.....	3,535	7,853	2,463	2,045	11,090	4,965	87,593	4,436	50,186
New York and New York.....	5,782	1,129	8,256	2,343	7,871	17,105	17,105	111,377	223,716
New York and Canada.....	6,980	5,035	10,733	9,372	44,535	12,198	23,486	802,815	7,695,413
New York Central and Hudson River.....	415,565	1,024,071	2,628,190	597,348	812,882	542,595	872,436	184,090	2,021,563
New York, Lake Erie and Western.....	.....	.....	336,747	49,211	134,537	206,752	501,940	.....	10,740
New York and Manhattan Beach.....	71,405	.....	.....	.....	.....	.....	.....	16,740	10,740
New York, New Haven and Hartford.....	5,149	8,519	6,907	36,915	76,430	52,906	.....	90,434	197,259
New York and Oswego Midland.....	43,506	23,530	19,105	18,762	26,014	9,168	62,170	9,901	212,541

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Ogdensburg and Lake Champlain.....	74,339	11,112	34,045	91,163	15,044	32,333	2,543	90,000	209,448
Olean, Bradford & Warren.....	5,790	61	103	600	3,912	1,739	25,343	.....	12,025
Ontario Southern.....	1,496	212	102	3,034	753	921	25,316	.....	12,025
Owego and Syracuse.....	7,550	1,890	50,157	2,611	11,000	10,402	1,676	.....	11,084
Port Jervis and Monticello.....	9,906	3,371	824	.....	409	1,008	1,000	.....	18,017
Poughkeepsie, Hartford and Boston.....	3,117	1,144	1,393	3,913	2,323	819	75,316	.....	650,415
Rensselaer and Saratoga.....	20,059	10,709	84,864	4,103	108,041	47,944	19,956	.....	68,103
Rhineland and Connecticut.....	1,878	1,216	160	2,930	11,384	1,943	10,312	.....	14,770
Rochester and State Line.....	7,374	1,369	4,374	2,930	2,085	99,813	844	.....	27,773
Rome and Clinton.....	3,038	230	1,253	5,590	2,015	1,192	16,601	.....	870,005
Rome, Watertown and Ogdensburg.....	84,445	25,639	69,856	21,886	33,778	38,397	2,200	.....	10,300
Schoharie Valley.....	180	.....	200	2,390	1,600	3,800	2,200	.....	8,121
Silver Lake.....	400	.....	2,600	950	1,800	871	1,500	.....	16,162
Skaneateles.....	1,300	60	100	150	75	3,000	11,442	.....	410,071
Southern Central.....	22,430	6,005	40,520	1,005	12,200	4,272	340,776	.....	31,071
Southfield Branch.....	16,354	.....	.....	.....	5,387	.....	.....	.....	44,770
Sterling Mountain.....	40,310	.....	.....	.....	4,155	305	567,636	.....	749,897
Syracuse, Binghamton and New York.....	15,964	5,637	67,446	2,901	21,354	38,194	27,711	.....	44,162
Syracuse, Chenango and New York.....	10,215	1,637	5,033	535	2,671	3,169	25,833	.....	296,438
Syracuse, Geneva and Corning.....	12,831	1,637	475	7,810	4,200	8,499	281,284	.....	535,904
Troy and Boston.....	42,908	7,431	66,617	152,065	89,256	116,808	80,803	.....	85,467
Utica and Delaware.....	5,870	8,034	1,317	10,126	5,161	9,390	11,034	.....	103,660
Utica and Black River.....	11,543	14,570	14,108	9,000	17,645	7,870	183,117	.....	182,338
Utica, Chenango and Susquehanna Valley.....	8,683	3,636	12,825	6,560	9,373	7,863	62,286	.....	83,120
Utica, Clinton and Binghamton.....	6,429	1,775	5,439	2,938	3,487	2,616	42,886	.....	9,576
Utica, Ithaca and Elmira.....	18,080	1,560	7,134	234	6,825	1,875	746,894	.....	54,638
Valley.....	6,961	8,966	75,025	4,171	26,635	49,435	9,731	.....	2,423
Wallkill Valley.....	3,904	5,043	109	9,346	25,000	2,964	3,240	.....	30,911
Warwick Valley.....	479	8,235	1,215	209	860	551	.....	.....	38,049,253
	2,277,617	2,357,324	6,815,733	1,617,987	2,728,366	3,863,857	12,280,513	6,077,877	

a In preceding.

e Not classified.

† In State of New York.

NAME OF ROAD.

NAME OF ROAD.	Repairs of road-bed and way, except iron allotted to			Cost of iron for repairs. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack	\$11,833 20	\$11,533 30	\$23,366 40	\$11,774 86	\$21,129 64	\$32,904 50
Albany and Susquehanna	49,576 84	60,761 94	110,341 08	18,129 13	156,898 04	173,817 17
Atlantic and Great Western	68,737 99	525,522 82	594,260 81	390 00	790 00	1,180 00
Bath and Hammondsport	172,245 17	453,563 98	625,749 15	20,119 82	52,984 68	73,104 50
Boston and Albany	7,519 59	.....	7,519 59	953 40	.....	953 40
Brooklyn, Bath and Coney Island	3,357 88	.....	3,357 88	.....	.....	.....
Brooklyn, Flatbush and Coney Island	2,047 49	.....	2,047 49	.....	.....	.....
Brooklyn and Rockaway Beach	1,033 01	.....	1,033 01	.....	.....	.....
Brooklyn, Corry and Pittsburgh	.....	.....	.....	.....	.....	.....
Buffalo Creek	.....	.....	.....	.....	.....	.....
Buffalo and Jamestown	3,113 26	5,380 11	8,493 37	.....	.....	.....
Buffalo and Southwestern	9,160 44	4,762 43	13,922 87	.....	.....	.....
Buffalo, New York and Philadelphia	21,422 21	11,806 43	33,228 64	.....	.....	.....
Cayuga Southern	13,225 63	64,266 62	77,492 25	.....	.....	.....
Cayuga and Susquehanna	7,064 84	21,864 27	28,929 11	.....	.....	.....
Cazenovia, Canastota and De Ruyter	3,937 78	7,129 27	11,067 05	.....	.....	.....
Chemung	7,041 73	3,937 79	10,979 52	.....	.....	.....
Clove Branch	138 50	21,125 19	21,263 69	.....	.....	.....
Cooperstown and Susquehanna Valley	2,796 43	3,631 43	6,427 86	.....	.....	.....
Corning, Cowanesque and Antrim	5,200 64	2,796 43	8,000 07	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburgh	32,943 35	46,895 95	79,839 30	.....	.....	.....
Elmira, Jefferson and Canandaigua	10,874 31	65,887 75	76,762 06	.....	.....	.....
Elmira State Line	19,794 80	32,823 81	52,618 61	.....	.....	.....
Elmira and Williamsport	2,445 43	19,794 81	22,240 24	.....	.....	.....
Erle	227 445 34	7,336 28	7,563 72	.....	.....	.....
Fonda, Johnstown and Gloversville	5,548 02	681,519 38	687,067 40	.....	.....	.....
Geneva, Ithaca and Sayre	13,061 90	3,840 94	17,902 84	.....	.....	.....
Greene	1,231 51	58,922 91	60,154 42	.....	.....	.....
Greenwich and Johnsonville	2,917 60	2,917 60	5,835 20	.....	.....	.....
Harden Extension	10,131 33	10,131 34	20,262 67	.....	.....	.....
Lake Champlain and Moriah	.....	7,824 90	7,824 90	.....	.....	.....
Lake Shore and Michigan Southern	336,114 57	82,409 25	418,523 82	.....	.....	.....
Long Island	84,207 33	84,207 35	168,414 68	.....	.....	.....
Madison	75 00	.....	75 00	.....	.....	.....
Madisonburg and Schenandoah	.....	.....	.....	.....	.....	.....
Metropolitan Elevated	1,456 53	967 50	2,424 03	.....	.....	.....



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Middletown and Crawford.....	1,001 19	1,814 97	9,819 99	613 96	261 41	512
Newburgh, Dutchess and Connecticut.....	10,491 06	20,416 31	96,810 40	96,145 79	224,459 45	824,008 07
New Jersey and New York.....	494,180 00	935,110 36	1,376,236 56	59,470 60	118,411 78	197,893 38
New York Central and Hudson River.....	114,180 00	354,340 63	469,351 81	5,469 04	9,000 46	27,181 46
New York Elevated.....	3,170 04	56,693 04	170,046 13	18,130 07	4,439 46	7,382 44
New York, Lake Erie and Western.....	118,804 09	74,000 34	134,433 00	2,053 08	23,107 77	94,539 22
New York and Manhattan Rosh.....	16,037 37	73,208 71	89,144 06	5,441 45	.....	.....
New York and Oswego Midland.....	40,933 56	72,708 01	9,419 01	.....	12,300 00	20,500 00
Ogdensburg and Lake Champlain.....	4,709 00	7,028 31	10,439 45	8,300 00	.....	.....
Olean, Bradford and Warren.....	3,513 14	19,385 24	31,703 81	5,400 30	1,700 14	5,100 44
Oswego and Syracuse.....	12,438 64	3,033 83	6,446 28	18,612 73	17,160 44	38,773 16
Port Jervis and Monticello.....	3,410 99	5,526 93	16,530 76	.....	.....	.....
Poughkeepsie, Hartford and Boston.....	11,053 84	93,981 98	197,247 31	.....	.....	.....
Rensselaer and Saratoga.....	101,265 33	13,366 16	13,256 31	.....	.....	.....
Rhinebeck and Connecticut.....	6,965 14	30,896 44	37,861 06	.....	.....	.....
Rome and State Line.....	2,163 35	4,301 38	6,456 73	.....	.....	.....
Rome, Watertown and Ogdensburg.....	61,047 52	124,063 04	183,142 56	13,063 10	94,195 21	36,189 31
Schoharie Valley.....	649 06	643 11	1,934 30	197 50	187 50	393 00
Schenectady.....	563 81	593 82	1,053 63	.....	.....	.....
Silver Lake.....	1,453 91	1,453 91	2,907 82	123 39	132 39	244 78
Skaneateles.....	24,423 00	43,816 00	73,599 00	6,530 07	13,060 13	19,590 20
Southern Central.....	.....	217 13	73,517 13	.....	.....	.....
Southern Branch.....	5,735 78	.....	6,735 78	.....	.....	.....
Staten Island.....	.....	5,106 14	6,186 14	.....	1,060 16	1,060 16
Sterling Mountain.....	20,832 53	61,331 91	81,635 43	5,125 00	15,375 00	30,500 00
Syracuse, Binghamton and New York.....	8,869 10	8,701 50	17,010 80	9,891 28	2,681 29	5,583 57
Syracuse, Chenango and New York.....	4,876 70	43,800 44	48,757 14	.....	.....	.....
Syracuse, Geneva and Corning.....	10,745 88	17,537 65	28,288 53	4,744 14	7,740 45	12,484 59
Troy and Boston.....	10,441 09	21,639 13	32,623 37	4 79	9 58	14 37
Utica and Delaware.....	21,770 06	30,210 30	51,619 96	4,166 13	5,897 06	10,063 24
Utica and Black River.....	19,772 83	26,307 60	45,580 30	8,615 00	12,615 00	31,260 00
Utica, Chenango and Susquehanna Valley.....	8,068 67	13,063 98	17,217 85	.....	.....	.....
Utica, Clinton and Binghamton.....	36,139 16	8,063 54	39,204 63	4,253 33	9,136 69	6,390 06
Utica, Ithaca and Elmira.....	965 11	3,008 30	9,531 31	4,820 00	7,380 00	8,300 00
Valley.....	5,421 53	8,139 39	13,553 93	.....	.....	.....
Wallkill Valley.....	3,051 29	2,051 30	6,109 69	.....	.....	.....
Warwick Valley.....	.....	.....	.....	.....	.....	.....
Total.....	\$2,274,836 30	\$5,189,013 32	\$7,443,843 62	\$552,083 99	\$1,405,304 43	\$1,957,338 43

TABLE E—(Continued).

NAME OF ROAD.	(59)			(60)		
	Repairs of buildings. Allotted to			Repairs of fences and gates. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$86 82	\$86 82	\$193 64	\$486 23	\$486 23	\$972 44
Albany and Susquehanna.....	3,338 75	4,161 78	7,500 53	2,949 29	2,436 17	6,385 46
Atlantic and Great Western.....	10,284 14	34,801 93	45,086 09	4,969 29	15,868 37	20,837 66
Bath and Hammondsport.....	2 50	3	5 50	10 00	10 00	20 00
Boston and Albany.....	53,633 11	154,407 76	213,040 87	2,466 06	6,467 93	8,933 99
Brooklyn, Bath and Coney Island.....	200 00	.....	200 00	a	.....	a
Brooklyn and Rockaway Beach.....	185 29	.....	185 29	.....	.....	.....
Buffalo, Corry and Pittsburg.....	.....	.....	.....	.....	.....	.....
Buffalo Creek.....	.....	69 95	69 95	.....	.....	.....
Buffalo and Jamestown.....	626 03	967 66	1,593 69	418 19	639 71	1,057 90
Buffalo and Southwestern.....	135 65	174 84	310 49	184 12	173 87	358 99
Buffalo, New York and Philadelphia.....	498 33	1,494 99	1,993 32	153 65	460 76	614 34
Cayuga and Susquehanna.....	15 27	.....	25 46	9 57	370 00	379 57
Cazenovia, Canastota and De Ruyter.....	.....	.....	.....	2 34	3 33	4 67
Chemung.....	33 40	452 57	545 97	111 15	333 43	444 58
Clove Branch.....	9 64	183 27	192 91	8 69	165 17	173 86
Cooperstown and Susquehanna Valley.....	63 24	63 25	124 49	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburg.....	28 75	57 51	86 26	163 03	336 06	499 09
Elmira, Jefferson and Canandaigua.....	308 75	1,227 50	1,536 25	607 94	1,923 83	2,431 76
Elmira State Line.....	350 94	350 94	701 88	183 50	182 50	366 00
Elmira and Williamsport.....	30 21	109 52	139 73	108 57	325 72	434 29
Erie.....	40,298 72	47,853 78	88,152 50	4,895 13	14,085 39	18,980 52
Fonda, Johnstown and Gloversville.....	218 35	218 35	436 70	150 00	147 28	297 28
Genev, Ithaca and Sayre.....	325 77	1,203 06	1,628 83	148 23	662 94	811 17
Greene.....	76 02	13 81	89 83	23 66	.....	23 66
Greenwich and Johnsonville.....	138 87	138 87	277 74	24 89	24 40	49 29
Harlem Extension.....	47 70	.....	47 70	223 39	253 39	301 09
Lake Champlain and Moriah.....	.....	102 58	102 58	.....	.....	.....
Lake Shore and Michigan Southern.....	48,362 80	118,258 39	166,621 19	5,990 36	13,981 60	19,971 96
Long Island.....	b	b	b	b	b	b
Middleburgh and Schoharie.....	50 00	53 00	103 00	12 50	12 50	25 00
Middletown and Crawford.....	25 06	25 82	50 88	9 34	15 53	24 87
Newburgh, Dutchess and Connecticut.....	256 29	768 94	1,025 23	201 72	605 20	806 92
New Jersey and New York.....	289 97	96 66	386 63	59 67	19 89	79 56
New York Central and Hudson River.....	70,502 11	157,124 38	227,626 49	13,328 83	26,666 30	40,000 13
New York, Lake Erie and Western.....	14,929 82	19,147 89	34,077 71	2,733 47	8,215 40	10,933 87
New York and Manhattan Beach.....	15 48	1 40	16 88	88 65	8 06	96 70
New York, New Haven and Hartford.....	34,543 80	6,908 76	41,452 56	3,931 11	768 22	4,699 33

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New York and Oswego Midland.....	624 03	987 01	1,069 80	800 26	409 85	826 67
Ogdensburg and Lake Champlain.....	3,121 92	9,064 17	11,177 06	264 46	1,101 85	3,413 96
Ontario Southern.....	.....	.....	.....	101 05	1,101 85	3,502 10
Oswego and Syracuse.....	55 55	111 12	106 07	706 54	1,604 58	373 63
Port Jervis and Monticello.....	1,643 74	1,119 57	3,769 01	.....	194 01	9,307 43
Poughkeepsie, Hartford and Boston.....	201 60	10 69	303 78	.....	4,010 58	2 00
Rensselaer and Saratoga.....	5,906 76	100 01	9,000 00	4,980 85	2 42	618 34
Rhinebeck and Connecticut.....	8 82	3,783 30	9,196 36	398 18	398 70	21 04
Rochester and State Line.....	602 28	117 54	3,409 13	199 68	90 80	4,236 08
Rome and Clinton.....	135 78	1,806 84	3,101 73	1 14	2,854 06	103 23
Rome, Watertown and Ogdensburg.....	10,877 16	15 95	16,315 74	1,412 02	51 62	.....
Schoharie Valley.....	46 83	5,438 58	83 67	.....	373 90	550 35
Skanateles.....	253 62	46 84	40 03	180 45	.....	579 63
Southern Central.....	1,228 89	587 24	890 66	579 63	.....	.....
Staten Island.....	.....	.....	1,328 69	.....	.....	.....
Sterling Mountain.....	9,443 50	356 23	356 33	318 31	318 32	686 63
Syracuse, Binghamton and New York.....	268 40	1,047 82	10,491 43	469 10	483 85	929 95
Syracuse, Chenango and New York.....	1,572 67	387 49	535 39	661 10	1,078 66	1,730 75
Troy and Boston.....	332 95	2,555 84	4,138 61	208 31	416 63	624 94
Utter and Delaware.....	1,923 31	705 90	1,068 85	1,833 15	1,915 34	3,208 49
Utica and Black River.....	912 31	1,830 84	3,123 44	.....	284 01	984 01
Utica, Chenango and Susquehanna Valley.....	362 05	165 75	1,078 06	39 25	29 26	58 51
Utica, Clinton and Binghamton.....	566 87	42 57	404 62	366 55	183 28	549 83
Utica, Ithaca and Elmira.....	703 43	283 18	649 55	33 43	33 43	66 86
Valley.....	71 22	781 23	1,434 65	29 24	43 90	73 74
Wallkill Valley.....	100 00	100 00	300 00	135 00	135 00	260 00
Warwick Valley.....	.....	.....	.....	.....	.....	.....
	\$324,460 57	\$552,113 54	\$906,574 11	\$356,526 89	\$115,402 44	\$171,928 33

b In item 56.

a In preceding.

TABLE E—(Continued).

NAME OF ROAD.	(59)			(60)		
	Repairs of buildings. Allotted to			Repairs of fences and gates. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$86 82	\$96 82	\$183 64	\$486 22	\$486 22	\$972 44
Albany and Susquehanna.....	3,338 75	4,161 78	7,500 53	2,949 29	3,436 17	6,385 46
Atlantic and Great Western.....	10,284 14	34,501 85	45,086 00	4,969 29	15,866 37	20,775 66
Bath and Hammondport.....	2 50	2 50	5 00	10 00	10 00	20 00
Boston and Albany.....	58,633 11	154,407 76	213,040 87	2,456 05	6,467 93	8,923 99
Brooklyn, Bath and Coney Island.....	200 00	.....	200 00	<i>a</i>	.....	<i>a</i>
Brooklyn and Rockaway Beach.....	185 29	.....	185 29	.....	.....	.....
Buffalo, Corry and Pittsburgh.....	.....	.....	.....	.....	.....	.....
Buffalo Creek.....	.....	69 95	69 95	.....	.....	.....
Buffalo and Jamestown.....	626 03	957 65	1,583 69	418 19	639 71	1,057 90
Buffalo and Southwestern.....	135 65	174 84	310 49	134 12	172 87	306 99
Buffalo, New York and Philadelphia.....	498 33	1,494 89	1,993 22	133 58	460 76	614 34
Cayuga and Susquehanna.....	15 27	10 19	25 46	9 57	370 00	379 57
Cazenovia, Canastota and De Ruyter.....	.....	.....	.....	2 34	2 33	4 67
Chemung.....	33 40	452 57	545 97	111 15	333 43	444 58
Clove Branch.....	9 64	185 37	195 01	8 69	165 17	173 86
Cooperstown and Susquehanna Valley.....	62 24	82 25	124 49	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburgh.....	28 75	57 51	86 26	163 03	326 06	489 09
Elmira, Jefferson and Canandaigua.....	308 75	1,227 50	1,536 25	697 94	1,823 82	2,421 76
Elmira State Line.....	350 94	550 94	901 88	182 50	182 50	365 00
Elmira and Williamsport.....	39 21	109 53	139 73	108 57	325 72	434 29
Erle.....	40,293 72	47,853 78	88,157 50	4,685 13	14,085 39	18,769 52
Fonda, Johnstown and Gloversville.....	218 35	218 35	436 70	130 00	147 28	277 28
Geneva, Ithaca and Sayre.....	325 77	1,393 05	1,628 83	148 23	592 94	741 17
Greene.....	76 02	13 81	89 83	23 66	.....	23 66
Greenwich and Johnsonville.....	138 87	138 87	277 74	24 39	34 40	58 79
Harlem Extension.....	47 70	47 70	95 40	223 39	.....	223 39
Lake Champlain and Moriah.....	.....	102 58	102 58	.....	.....	.....
Lake Shore and Michigan Southern.....	48,324 80	118,258 59	166,583 39	5,630 35	13,931 00	19,561 35
Long Island.....	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>	<i>b</i>
Middleburgh and Schenectady.....	50 00	53 00	103 00	12 50	19 50	32 00
Newburgh, Dutchess and Connecticut.....	256 29	25 82	282 11	9 34	15 53	24 87
New York Central and Hudson River.....	289 97	768 91	1,058 88	291 72	603 29	896 02
New York, Lake Erie and Western.....	70,992 11	157,124 83	227,716 49	19 89	.....	19 89
New York and Manhattan Beach.....	14,929 82	19,117 83	34,077 66	13,358 33	29,024 30	42,391 63
New York, New Haven and Hartford.....	15 48	1 40	16 88	2,783 47	8,213 40	10,996 87
.....	34,343 80	6,998 76	41,342 56	88 63	8 05	96 70
.....	.....	.....	.....	3,831 11	706 22	4,537 33

New York and Oswego Mohawk	624 92	1,037 89	1,092 30	230 28	405 15	235 57
Ogdensburg and Lake Champlain	3,123 92	9,324 17	11,177 06	254 45	1,144 55	1,402 10
Olean, Bradford and Warren						
Ontario Southern			2,782 01	708 54	1,004 99	1,711 53
Oriskany and Syracuse	55 55	1,114 67	61 00			
Port Jervis and Monticello	51 00	10 01	802 73	249 27	134 01	313 83
Poughkeepsie, Hartford and Boston	291 82	10 01	0,080 06	4,080 85	4,616 58	9,567 43
Rensselaer and Saratoga	5,990 76	3,729 80	1,280 86	18	2 42	2 00
Rhinebeck and Connecticut	8 82	1,117 54	2,409 13	129 08	338 78	518 34
Rochester and State Line	602 28	1,800 84	2,101 73	1 14	20 80	21 94
Rome and Clinton	135 78	15 85	16,315 72	1,412 03	2,834 00	4,208 08
Rome, Watertown and Ogdensburg	10,877 16	5,438 58	83 67	51 61	51 62	103 23
Schenectady Valley	48 83	43 84	40 03			
Skaneateles	233 63	587 24	880 86	180 45	872 90	559 35
Southern Central	1,238 89		1,238 89	579 63		579 63
Station Island						
Sterling Mountain		355 23	356 23			
Syracuse, Binghamton and New York	9,443 50	1,047 93	10,491 43	318 31	318 33	636 53
Syracuse, Chenango and New York	298 40	287 49	535 59	469 10	433 85	922 95
Troy and Boston	1,572 57	2,505 94	4,138 61	661 10	1,078 65	1,730 75
Utster and Delaware	353 85	705 90	1,058 85	208 31	416 63	624 94
Utica and Black River	1,923 10	1,380 34	8,123 44	1,353 15	1,915 34	3,205 49
Utica, Chenango and Susquehanna Valley	912 31	165 75	1,078 06		284 01	284 01
Utica, Clinton and Binghamton	362 05	42 57	404 63	29 25	29 26	68 51
Utica, Ichaca and Elmira	566 37	283 18	849 55	366 55	183 28	540 83
Valley	703 43	781 23	1,494 66	33 43	33 43	68 86
Wallkill Valley	71 23	1,6 85	178 07	29 24	43 90	73 74
Warwick Valley	100 00	100 00	200 00	125 00	125 00	200 00
	\$324,460 57	\$552,113 54	\$906,574 11	\$26,526 89	\$115,402 44	\$171,228 33

a In preceding.

b In item 56.



TABLE E—(Continued).

NAME OF ROAD.	(61.) Taxes on real estate. Allotted to			(62.) Total. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack .....	\$1,424 88	\$1,424 99	\$2,849 97	\$13,841 22	\$13,811 23	\$27,652 45
Albany and Susquehanna .....	12,843 90	16,874 47	29,718 37	79,986 64	106,363 90	186,350 54
Atlantic and Great Western .....	21,555 45	72,944 55	94,500 00	128,616 00	904,823 73	925,439 73
Bath and Hammondsport .....	189 00	169 00	358 00	571 50	571 50	1,143 00
Boston and Albany .....	78,891 73	307,757 93	386,649 66	382,345 88	875,122 28	1,257,468 16
Brooklyn, Bath and Coney Island .....	349 99	.....	349 99	9,021 98	.....	9,021 98
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	3,357 88	.....	3,357 88
Brooklyn and Rockaway Beach .....	.....	.....	.....	4,922 88	.....	4,922 88
Buffalo, Corry and Pittsburgh .....	470 19	.....	470 19	.....	.....	.....
Buffalo Creek .....	.....	.....	.....	1,032 01	1,032 01	2,064 02
Buffalo and Jamestown .....	.....	5,682 33	5,682 33	.....	11,132 89	11,132 89
Buffalo and Southwestern .....	716 79	1,096 48	1,813 27	5,891 75	9,012 75	14,904 50
Buffalo, New York and Philadelphia .....	2,965 56	5,111 04	8,076 60	13,695 57	17,651 53	31,347 10
Cayuga Southern .....	7,072 20	21,216 62	28,288 82	44,137 70	132,413 15	176,550 85
Cayuga and Susquehanna .....	1,283 15	2,115 13	3,398 28	14,608 78	22,979 40	38,488 18
Cazenovia, Cazenovia and De Ruyter .....	2,357 50	2,163 55	4,521 05	13,197 18	13,523 01	26,720 19
Chemung .....	217 18	217 17	434 35	4,157 28	4,157 29	8,314 57
Clove Branch .....	1,851 69	5,555 07	7,406 76	10,438 79	31,488 74	41,927 53
Cooperstown and Susquehanna Valley .....	40 18	791 89	832 06	196 99	4,771 76	4,968 75
Corning, Cohanque and Antrim .....	472 13	472 14	944 27	2,831 34	2,831 35	5,662 69
Dunkirk, Allegheny Valley and Pittsburgh .....	504 82	4,543 44	5,048 26	66,224 23	66,224 23	73,582 44
Elmira, Jefferson and Canandaigua .....	2,555 38	7,211 07	9,766 45	48,989 97	96,043 31	147,013 28
Elmira State Line .....	1,173 64	3,620 92	4,794 56	17,081 34	51,485 36	68,566 70
Elmira and Williamsport .....	337 99	338 00	675 99	20,696 24	20,696 24	41,392 48
Erie .....	102 62	307 56	410 08	3,301 05	9,922 05	13,223 10
Fonda, Johnstown and Gloversville .....	49,367 78	146,897 08	196,264 86	385,065 64	1,110,436 84	1,505,502 48
Geneva, Ithaca and Sayre .....	1,464 19	1,735 80	3,200 99	8,632 41	6,336 16	14,968 57
Greene .....	.....	1,671 34	1,671 34	21,315 15	91,336 33	113,151 47
Greenwich and Johnsonville .....	252 84	252 85	505 69	1,921 19	5,431 18	7,352 37
Harlem Extension .....	707 50	2,130 59	2,838 09	3,806 00	3,806 00	7,600 12
Lake Champlain and Moriah .....	139,483 60	841,491 61	980,974 14	11,109 92	11,109 93	22,219 85
Lake Shore and Michigan Southern .....	20,298 37	20,298 37	40,596 74	.....	10,445 30	10,445 30
Long Island .....	.....	.....	.....	658,463 84	1,612,115 48	2,270,583 32
Marine .....	.....	.....	.....	103,518 73	103,518 73	211,037 45
Middleburgh and Schoharie .....	162 85	162 86	325 71	75 00	.....	75 00
Middletown and Crawford .....	117 63	117 63	235 06	1,192 85	1,192 85	2,385 71
Metropolitan Elevated .....	.....	.....	.....	1,156 05	1,677 45	2,833 50
Newburgh, Dutchess and Connecticut .....	1,036 13	3,108 61	4,144 74	1,956 93	.....	1,956 93
				7,415 82	24,871 57	32,287 39

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New Jersey and New York.....	1,000 39	5,109 77	13,808 49	4,404 01	17,408 49
New York Central and Hudson River.....	2,000 04	9,000 32	20,000 32	1,000 14	21,000 32
New York, Lake Erie and Western.....	2,000 76	5,000 76	10,000 76	5,000 76	15,000 76
New York and Manhattan Beach.....	12,000 76	37,000 34	104,011 35	638,179 13	124,700 45
New York, New Haven and Hartford.....	101,334 31	76,012 35	320,836 76	3,283 17	171,174 28
New York and Oswego Midland.....	12,882 94	19,323 39	39,205 65	140,079 75	108,110 42
Oglensburgh and Lake Champlain.....	5,271 68	22,473 50	30,042 08	100,085 91	108,800 80
Olean, Bradford and Warren.....	66 06	22,473 50	131 12	128,076 74	108,110 42
Ontario Southern.....	478 29	936 58	1,434 87	4,876 12	9,752 25
Oswego and Syracuse.....	9,131 95	9,131 95	18,263 90	8,091 01	12,140 95
Port Jervis and Monticello.....	1,825 00	1,825 00	3,650 00	4,821 04	74,941 91
Poughkeepsie, Hartford and Boston.....	44,350 10	48,226 84	176,115 76	4,366 03	9,153 03
Rensselaer and Saratoga.....	398 23	5,591 46	1,387 39	7,452 68	24,387 76
Rhineclack and Connecticut.....	1,287 34	4,161 96	9,084 34	163,769 14	388,864 00
Rochester and State Line.....	1,092 46	1,092 47	2,184 73	17,777 87	19,114 96
Rome and Clinton.....	29,231 84	58,563 67	114,631 64	27,254 03	86,338 37
Rome, Watertown and Oglensburgh.....	919 30	212 31	1,150 32	6,390 60	8,735 33
Schoharie Valley.....	19 14	10 13	1,593 45	213,047 58	287,729 70
Silver Lake.....	449 63	449 64	1,628 45	1,628 45	1,256 00
Skaneateles.....	4,700 19	9,400 40	2,028 93	2,028 97	4,091 00
Southern Central.....	.....	.....	86,123 33	73,993 67	108,400 00
Southern Branch.....	.....	.....	.....	243 50	11,459 32
Staten Island.....	3,915 09	377 46	8,915 02	.....	6,959 59
Sterling Mountain.....	6,483 91	19,349 64	41,692 54	6,959 59	6,869 32
Syracuse, Binghamton and New York.....	1,608 37	1,638 37	3,278 74	97,322 79	135,116 23
Syracuse, Chenango and New York.....	47 51	1,438 43	13,893 94	73,452 49	37,356 75
Syracuse, Geneva and Corning.....	7,316 39	12,358 49	25,243 13	44,316 97	49,843 08
Troy and Boston.....	6,692 12	13,324 23	19,757 88	41,193 54	69,437 98
Utter and Delaware.....	7,013 61	9,127 75	18,068 38	36,186 22	84,997 78
Utica and Black River.....	2,800 65	10,350 56	35,196 00	48,619 58	85,016 69
Utica, Chenango and Susquehanna Valley.....	4,378 97	2,806 99	5,613 18	48,607 58	88,238 71
Utica, Clinton and Binghamton.....	2,001 50	2,469 48	11,800 86	11,467 47	93,224 26
Utica, Ithaca and Elmira.....	5,092 79	2,001 50	36,394 37	18,192 17	54,594 94
Valley.....	4,485 04	4,485 05	8,614 68	18,792 86	21,360 83
Wallkill Valley.....	.....	.....	.....	12,922 12	21,588 80
Warwick Valley.....	.....	.....	.....	5,761 34	7,622 66
Total.....	\$975,685 17	\$1,800,592 99	\$2,866,278 16	\$9,162,425 73	\$13,346,027 64

TABLE F.  
COST OF REPAIRS OF MACHINERY.

NAME OF ROAD.	(64)			(66 and 68)		
	Repairs of engines. Allotted to		Total.	Repairs of cars. Allotted to		Total.
	Passenger transportation.	Freight transportation.		Passenger transportation.	Freight transportation.	
Adirondack.....	\$1,427 72	\$1,427 72	\$2,855 45	\$987 03	\$1,816 53	\$2,773 55
Albany and Susquehanna.....	13,169 78	16,514 61	29,674 39	19,852 42	61,116 24	73,468 66
Atlantic and Great Western.....	56,263 01	184,627 97	243,679 98	60,189 01	220,240 25	280,379 26
Bath and Hammondport.....	224 00	224 00	448 00	85 00	25 00	110 00
Boston and Albany.....	\$2,751 60	217,925 76	300,674 36	\$8,916 99	403,510 98	490,427 97
Brooklyn, Bath and Coney Island.....	5,898 04	.....	5,898 04	.....	.....	.....
Brooklyn and Rockaway Beach.....	1,082 55	.....	1,082 55	2,319 15	.....	2,319 15
Brooklyn, Coney and Pitsburgh.....	7,830 14	.....	15,397 48	135 00	.....	135 00
Buffalo Creek.....	.....	7,992 14	15,878 28	7,000 18	.....	7,000 18
Buffalo and Southwestern.....	1,953 94	1,927 18	3,881 12	.....	.....	.....
Buffalo, New York and Philadelphia.....	4,515 16	1,917 11	6,432 27	645 40	.....	645 40
Cayuga Southern.....	4,811 94	5,819 88	10,631 82	9,519 28	.....	9,519 28
Cayuga and Susquehanna.....	1,837 93	12,933 84	17,247 78	4,980 42	7,443 63	9,692 80
Cazenovia.....	1,968 23	1,696 97	3,665 20	418 83	29,856 48	27,136 80
Cazenovia, Canastota and De Ruyter.....	391 53	1,536 54	2,604 76	1,870 04	1,870 04	1,777 97
Chemung.....	1,927 57	391 53	2,783 04	563 84	1,801 11	2,364 15
Clove Branch.....	58 54	7,986 60	9,814 98	127 08	127 08	254 18
Coopersstown and Susquehanna Valley.....	913 64	7,986 60	9,814 98	744 09	744 09	740 08
Corning, Covanesque and Antwerp.....	3,076 32	913 64	4,979 96	1,017 99	437 68	1,017 99
Dunkirk, Allegbeny Valley and Pitsburgh.....	3,076 32	82,439 01	86,045 33	4,194 27	37,118 47	41,242 74
Dunkirk, Jefferson and Canandaigua.....	8,206 73	10,627 49	17,945 64	4,618 14	10,781 81	15,399 95
Elmira State Line.....	8,981 75	14,463 41	17,692 15	83 18	790 77	873 29
Elmira and Williamsport.....	523 57	8,061 41	16,183 49	980 80	97,980 74	28,970 63
Erle.....	117,740 81	2,238 44	120,000 00	115,649 16	31 49	185 69
Fonda, Johnstown and Gloversville.....	4,111 08	518,745 25	637,186 07	282 25	444,661 03	500,310 19
Geneva, Ithaca and Sayre.....	4,063 45	1,638 32	5,701 77	8,883 33	479 51	761 78
Greene.....	296 02	16,253 83	20,317 27	11,668 33	.....	20,361 98
Greenwich and Johnstown.....	12 38	547 08	603 10	427 20	158 90	586 16
Harlem Extension.....	4,616 58	34 77	4,651 35	282 22	.....	52 11
Lake Champlain and Moriah.....	190,540 48	4,616 58	195,157 06	1,400 67	.....	282 22
Lake Shore and Michigan Southern.....	64,804 25	2,684 77	518,436 15	24,900 00	664,429 51	681,329 51
Long Island.....	80 10	64,804 25	129,608 31	a	a	a
Marine.....	112 50	.....	80 10	2 90	.....	2 90
Middleburgh and Schoharie.....	.....	112 50	225 00	.....	.....	.....

## RAILROAD REPORT.

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1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	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**as In Preceding.**



TABLE F—(Continued).

NAME OF ROAD.	(70)			(71)		
	Repairs of tools, etc., in shops. Allotted to			Incidental expenses, including oil, fuel, clerks, etc., about shops. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	.....	.....	.....	\$78 08	.....	\$156 17
Atlantic and Great Western.....	\$2,620 01	\$16,721 42	\$20,341 43	17,269 73	66,724 92	83,994 65
Bath and Hammondsport.....	10 00	15 00	25 00	.....	10 00	10 00
Boston and Albany.....	5,719 79	15,152 53	20,872 32	4,594 43	12,059 23	16,653 66
Brooklyn and Rockaway Beach.....	.....	.....	.....	193 96	.....	193 96
Buffalo Creek.....	.....	.....	.....	.....	718 09	718 09
Buffalo and Jamestown.....	30 05	45 97	76 02	.....	.....	.....
Buffalo and South Western.....	977 21	327 59	634 80	.....	.....	.....
Buffalo, New York and Philadelphia.....	377 03	1,101 11	1,468 14	.....	.....	.....
Cayuga and Susquehanna.....	481 98	1,063 66	1,415 94	823 98	2,439 84	3,263 12
Chemung.....	207 53	622 97	830 50	694 53	1,299 07	1,993 60
Corning.....	207 53	2,008 22	2,675 80	1,072 15	3,216 45	4,288 60
Dunkirk, Allegany Valley and Antwerp.....	132 32	2,906 25	3,038 57	114 87	1,902 83	2,017 70
Elmira, Jefferson Valley and Puttburgh.....	415 11	1,245 33	1,660 44	637 84	1,895 69	2,533 53
Elmira, Jefferson and Canandaigua.....	1,657 50	1,737 50	3,315 00	2,870 04	2,870 55	10,560 06
Elmira Station.....	71 84	215 33	287 17	3,106 04	2,106 04	4,200 00
Elmira and Williamsport.....	7,955 10	23,874 30	31,822 40	2,106 97	3,110 92	4,217 89
Errie.....	60 08	240 32	300 40	23,669 28	70,480 91	94,141 19
Geneva, Ithaca and Sayre.....	13 07	15 07	30 14	.....	.....	.....
Greene.....	2 13	2 13	4 26	18 07	.....	36 15
Greenwich and Johnsonville.....	.....	.....	.....	.....	.....	.....
Lake Champlain and Montpelier.....	.....	.....	.....	.....	.....	.....
Long Island.....	.....	.....	.....	.....	.....	.....
Middleburgh and Schoharie.....	59 00	59 00	118 00	.....	.....	.....
Newburgh, Dutchess and Connecticut.....	96 34	280 17	355 31	49 00	49 00	98 00
New Jersey and New York.....	.....	56 22	56 22	20 41	61 40	81 84
New York Central and Hudson River.....	29,113 08	51,416 60	74,560 28	1,700 35	586 89	2,287 54
New York, Lake Erie and Western.....	3,000 28	11,100 84	11,801 12	49,476 35	110,124 80	139,601 15
New York and Manhattan Beach.....	11 74	1 33	10 07	2,002 70	25,008 18	36,010 88
New York, New Haven and Hartford.....	7,291 17	3,615 98	10,907 15	35 35	3 22	38 75
New York and Oswego Midland.....	1,319 19	1,978 78	3,325 97	.....	.....	.....
Ogdensburg and Lake Champlain.....	364 29	1,553 01	1,917 30	3,256 97	38,036 04	38,036 04
Oleao, Bradford and Warren.....	49 47	1,399 48	1,448 95	159 33	4,945 85	5,239 22
Ontario Southern.....	19 55	39 10	58 65	88 23	88 23	176 46
Oswego and Syracuse.....	78 54	198 61	277 15	2 98	5 97	8 95
Port Jervis and Monticello.....	30 00	32 88	62 88	87 50	2,225 24	2,313 14
Poughkeepsie, Hartford and Boston.....	62 88	31 44	94 32	50 00	38 90	108 90
Rhinebeck and Connecticut.....	5 40	72 37	77 67	960 00	450 00	1,350 00





TABLE F — (Continued).

NAME OF ROAD.	(72)		
	Total. Allotted to	Freight transportation.	Total.
Pasenger transportation.			
Adirondack.....	\$2,462 82	\$3,322 35	\$5,785 17
Albany and Susquehanna.....	25,512 20	77,639 85	103,152 05
Atlantic and Great Western.....	140,280 76	488,114 56	628,395 32
Bath and Hammondsport.....	329 00	254 00	613 00
Boston and Albany.....	179,982 81	618,685 80	828,668 61
Brooklyn, Bath and Coney Island.....	5,898 04	.....	5,898 04
Brooklyn, Flatbush and Coney Island.....	3,371 70	27 15	3,398 85
Brooklyn and Rockaway Beach.....	746 42	217 83	964 25
Buffalo, Corry and Pittsburgh.....	15,029 32	15,029 33	30,058 65
Buffalo Creek.....	.....	2,855 92	2,855 92
Buffalo and Jamestown.....	1,928 69	3,525 57	5,454 26
Buffalo and Southwestern.....	7,311 65	13,620 29	20,931 94
Buffalo, New York and Philadelphia.....	9,782 67	39,363 27	49,145 94
Cayuga Southern.....	2,056 05	4,076 01	6,132 07
Cayuga and Susquehanna.....	2,618 07	5,510 68	8,128 75
Cazenovia, Canastota and De Ruyter.....	518 60	518 60	1,037 20
Chemung.....	3,208 35	11,893 90	15,078 16
Clove Branch.....	25 50	982 38	1,007 88
Cooperstown and Susquehanna Valley.....	1,231 63	213 64	1,445 27
Corning, Cowanesque and Antrim.....	8,211 04	73,869 53	82,080 57
Dunkirk, Allegheny Valley and Pittsburgh.....	9,467 00	23,372 10	32,839 10
Elmira, Jefferson and Canandaigua.....	6,384 47	24,397 47	30,681 94
Elmira State Line.....	12,845 13	39,829 99	52,675 12
Elmira and Williamsport.....	1,741 48	7,076 38	8,817 86
Erie.....	265,068 35	1,059,261 50	1,324,269 85
Fonda, Johnstown and Gloversville.....	4,393 33	24,137 83	28,531 16
Geneva, Ithaca and Sayre.....	12,719 18	28,160 48	40,879 66
Greene.....	716 36	439 19	1,155 55
Greenwich and Johnsonville.....	66 62	14 52	81 14
Harlem Extension.....	4,888 39	4,616 59	9,504 98
Lake Champlain and Moriah.....	.....	6,055 79	6,055 79
Lake Shore and Michigan Southern.....	177,246 48	1,022,519 18	1,199,765 66
Long Island.....	64,804 25	64,804 25	129,608 51
Marine.....	83 00	.....	83 00
Middleburgh and Schoharie.....	220 50	220 50	441 00
Middletown and Crawford.....	195 03	99 51	294 54
Metropolitan Elevated.....	1,376 70	.....	1,376 70

## RAILROAD REPORT.

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Newburgh, Dutchess and Connecticut.....	4,904 97	8,721 37	18,098 44
New Jersey and New York.....	18,547 16	2,079 981 37	2,079 981 37
New York Central and Hudson River.....	467,649 16	2,079 981 37	2,079 981 37
New York Elevated.....	224,916 00	404,532 70	630,089 91
New York, Lake Erie and Western.....	136,157 21	136,477 83	3,700 21
New York and Manhattan Beach.....	3,252 32	136,477 83	3,700 21
New York and Manhattan Beach.....	180,063 20	48,953 60	73,975 95
New York and Oswego Midland.....	24,357 65	51,077 11	65,434 76
New York and Oswego Midland.....	14,771 23	600 98	1,873 23
Ogdensburg and Lake Champlain.....	813 20	3,433 04	4,303 24
Olean, Bradford and Warren.....	10,479 31	25,408 80	35,888 11
Ontario Southern.....	1,270 63	1,080 78	2,311 41
Port Jervis and Monticello.....	3,475 14	3,559 59	7,034 73
Poughkeepsie, Hartford and Boston.....	61,392 46	101,321 91	165,714 40
Rensselaer and Saratoga.....	1,438 31	4,508 07	5,936 38
Rhinebeck and Connecticut.....	4,212 09	7,110 39	11,322 48
Rochester and State Line.....	50,523 33	71,680 78	122,201 11
Rome and Clinton.....	228 85	218 18	447 03
Rome, Watertown and Ogdensburg.....	43 98	87 96	136 94
Schoharie Valley.....	245 58	115 35	360 93
Silver Lake.....	11,718 57	24,574 61	36,293 18
Skaneateles.....	8,406 19	134 85	124 85
Southern Central.....	18,411 81	5,131 60	8,406 19
Southern Central Branch.....	6,139 47	70,840 10	5,131 60
Staton Island.....	18,411 81	5,902 42	89,251 91
Sterling Mountain.....	18,411 81	1,447 69	13,941 80
Syracuse, Binghamton and New York.....	18,411 81	32,063 17	1,447 69
Syracuse, Chenango and New York.....	7,273 96	13,484 52	50,390 24
Syracuse, Geneva and Corning.....	13,159 40	15,835 91	20,758 48
Troy and Boston.....	8,818 81	15,835 91	28,995 31
Ulster and Delaware.....	1,418 24	5,047 33	13,866 74
Utica and Black River.....	7,297 52	1,011 08	3,459 32
Utica, Chenango and Susquehanna Valley.....	2,586 34	5,700 90	12,968 43
Utica, Clinton and Binghamton.....	1,884 20	13,545 90	16,152 24
Utica, Ithaca and Elmira.....	1,884 20	2,660 85	4,545 05
Valley.....			
Walkill Valley.....			
	\$2,460,812 25	\$6,822,772 45	\$9,283,581 70



TABLE G.

COST OF OPERATING THE ROADS.

NAME OF ROAD.	(73)			(74)		
	Office expenses, stationery, etc.		Allocated to	Agents and clerks.		Allocated to
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack .....	\$254 31	\$254 52	\$509 03	\$2,903 92	\$2,463 81	\$5,367 63
Albany and Susquehanna .....	4,072 67	4,211 65	8,284 32	10,010 75	28,651 30	38,662 05
Atlantic and Great Western .....	25,422 28	15,746 10	41,168 38	41,777 33	79,036 69	120,814 02
Bath and Hammondport .....	87 50	87 50	175 00	330 00	330 00	660 00
Boston and Albany .....	7,161 21	18,898 73	26,059 94	163,075 41	503,204 57	666,279 98
Brooklyn, Bath and Coney Island .....	2,257 73	2,257 73	4,515 46	<i>a</i>	<i>a</i>	<i>a</i>
Brooklyn, Flatbush and Coney Island .....	3,457 93	3,597 53	7,055 46	3,464 23	1,202 35	4,666 58
Buffalo Creek .....	197 38	197 38	394 76	1,304 23	1,304 23	2,608 46
Buffalo and Jamestown .....	1,370 77	1,768 71	3,139 48	4,221 05	6,342 51	10,563 56
Buffalo and Southwestern .....	311 32	531 56	842 88	8,500 85	26,732 55	35,233 40
Buffalo, New York and Philadelphia .....	163 44	484 99	648 43	2,636 21	4,010 72	6,646 93
Cayuga Southern .....	202 26	202 27	404 53	1,400 22	1,869 22	3,269 44
Cayuga and Susquehanna .....	29 98	29 99	59 97	1,266 67	1,266 67	2,533 34
Cazenovia, Cazenovia and De Ruyter .....	852 18	2,437 24	3,289 42	1,128 67	3,169 37	4,298 04
Chemung .....	39 31	747 02	786 33	31 50	595 30	626 80
Clove Branch .....	11 75	11 75	23 50	918 25	918 25	1,836 50
Coopersdown and Susquehanna Valley .....	372 12	372 12	744 24	615 63	4,640 97	5,256 60
Corning, Cazenovia and Auburn .....	935 48	2,097 34	3,032 82	6,110 10	21,288 77	27,428 87
Dunkirk, Allegany Valley and Pittsburgh .....	2,337 04	5,936 31	8,273 35	2,406 23	7,829 49	10,235 72
Elmira, Jefferson and Canandaigua .....	2,500 06	2,500 67	5,000 73	2,712 31	2,712 32	5,424 63
Elmira State Line .....	334 90	1,021 63	1,356 53	391 43	945 31	1,336 74
Elmira and Williamsport .....	89,539 40	202,801 88	292,341 28	192,424 51	453,461 72	645,886 23
Fonda, Johnstown and Gloversville .....	325 00	325 30	650 30	3,367 41	3,121 48	6,488 89
Geneva, Elmira and Strye .....	609 91	1,706 74	2,316 65	8,351 41	18,054 35	26,405 76
Greene .....	48 70	97 39	146 09	410 25	820 55	1,230 80
Greenwich and Johnsonville .....	187 79	187 79	375 58	697 71	697 71	1,395 42
Harlem Extension .....	1,052 03	3,254 11	4,306 14	1,331 08	3,493 35	5,824 33
Lake Champlain and Moriah .....	42,333 36	105,308 93	147,642 29	167,883 90	2,153 72	1,678,037 79
Lake Shore and Michigan Southern .....	8,221 31	8,221 31	16,442 62	44,700 33	44,700 31	89,400 64
Long Island .....	81 40	81 40	162 80	300 00	300 00	600 00
Marine .....	12 25	12 25	24 50	577 17	577 17	1,154 35
Middleburgh and Schoharie .....	17 82	17 82	35 64	<i>a</i>	<i>a</i>	<i>a</i>
Middletown and Crawford .....	17,161 26	17,161 26	34,322 52	2,125 44	6,356 81	8,512 25
Metropolitan Elevated .....	1,137 20	3,411 72	4,548 92			
Newburgh, Dutchess and Connecticut .....						

[illegible]

**\* Includes train and station supplies.**

**z In preceding.**



TABLE G—(Continued).

NAME OF ROAD.	(75)		(76)		
	Labor, loading and unloading freight. Allotted to		Porters, watchmen, and switchtenders. Allotted to		
	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack .....	\$1,590 93	\$1,590 93	\$774 03	\$774 03	\$1,548 05
Albany and Susquehanna .....	9,763 82	9,763 82	5,383 23	11,908 00	17,291 22
Atlantic and Great Western .....	71,994 59	71,994 59	2,407 08	27,681 45	30,088 53
Bath and Hammondsport .....	100 00	100 00			
Boston and Albany .....	a	a	44,218 02	116,146 25	160,664 27
Brooklyn, Bath and Coney Island .....			4,175 90		4,175 90
Brooklyn, Flatbush and Coney Island .....			6,518 03		6,518 03
Brooklyn and Rockaway Beach .....			63 00		63 00
Buffalo Creek .....				3,088 35	3,088 35
Buffalo and Jamestown .....	1,320 81	1,320 81	123 06	188 34	311 30
Buffalo and Southwestern .....	3,578 61	3,578 61	598 06	766 94	1,365 00
Buffalo, New York and Philadelphia .....	5,148 29	5,148 29	3,239 55	9,718 66	12,938 21
Cayuga Southern .....			856 93	589 84	946 77
Cayuga and Susquehanna .....	2,420 94	2,420 94	131 96	131 06	263 92
Cazenovia, Canastota and De Ruyter .....			420 00	420 00	840 00
Chemung .....	1,688 86	1,688 86	1,790 03	3,191 70	4,981 73
Clove Branch .....			18 37	349 19	367 55
Dunkirk, Allegheny Valley and Pittsburgh .....			1,285 76	2,571 53	3,857 28
Elmira, Jefferson and Canandaigua .....	3,512 15	3,512 15	3,234 08	5,168 93	8,401 00
Elmira State Line .....	440 75	440 75	540 00	540 00	1,080 00
Elmira and Williamport .....	1,225 93	1,225 93	425 29	903 44	1,328 73
Erie .....	591,219 64	591,219 64	44,036 83	154,030 88	196,067 71
Fonda, Johnstown and Gloversville .....	2,493 51	2,493 51			
Geneva, Ithaca and Sayre .....	310 90	310 90	224 19	896 77	1,120 96
Greene .....	2,024 12	2,024 12	a	261 25	261 25
Greenwich and Johnsonville .....			242 75	486 13	728 87
Harlem Extension .....				1,061 04	1,061 04
Lake Champlain and Moriah .....			a		a
Lake Shore and Michigan Southern .....			35,741 14	35,741 14	71,482 28
Long Island .....	84,490 42	84,490 42			144 00
Marine .....			72 00		72 00
Middleburgh and Schoharie .....	325 00	325 00	178 33	178 33	356 63
Middletown and Crawford .....					
Metropolitan Elevated .....			35,640 74		35,640 74

## RAILROAD REPORT.

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Newburgh, Dutchess and Connecticut	9,705 198	1,672 545	11,428 747	9,305 93
New Jersey and New York	9,081 495	1,801 11	2,613 41	2,613 41
New York Central and Hudson River	1,110,450 80	190,192 74	492,054 40	640,057 93
New York, Lake Erie and Western	971,414 48	2,110 12	76,425 39	984,570 63
New York, Ontario and Western	45,494 48	11,327 66	847 17	10,175 53
New York and Oswego Midland	95,192 68	292,004 05	74,190 47	290,190 13
New York and Oswego Midland	9,401 34	1,453 08	1,453 08	2,432 80
Ogdensburg and Lake Champlain	7,303 47	1,423 50	6,113 18	7,517 14
Olean, Bradford and Warren	9,719 70	116 69	116 70	238 39
Ontario Southern	8,341 00	983 17	680 86	795 23
Oswego and Syracuse	420 00	1,148 55	1,722 84	2,871 39
Port Jervis and Monticello	26,197 95	270 00	210 00	480 00
Poughkeepsie, Hartford and Boston	847 18	19,677 84	27,833 12	47,310 95
Rensselaer and Saratoga	426 01	80 80	1,193 07	1,239 87
Rhinebeck and Connecticut	426 01	928 93	2,771 74	3,095 04
Rochester and State Line	15,706 61	343 54	312 54	10,685 03
Rome and Clinton	10 00	5,597 98	11,056 95	10,685 03
Rome, Watertown and Ogdensburg	81 77	74 40	74 40	148 80
Schoharie Valley	9,631 55	240 00	240 00	490 00
Silver Lake	1,198 27	3,816 55	3,816 55	3,474 83
Skaneateles	3,836 00	3,836 00	3,836 00	3,836 00
Southern Central	12,108 05	3,889 54	3,889 54	7,779 03
Southfield Branch	311 00	630 30	630 30	1,267 05
Staten Island	19,012 47	1,418 00	2,813 55	3,731 55
Sterling Mountain	1,264 30	450 13	900 29	1,350 42
Syracuse, Binghamton and New York	7,128 28	1,705 16	2,540 97	4,398 13
Syracuse, Chenango and New York	3,730 63	1,567 50	3,135 02	4,703 63
Troy and Boston	1,136 05	913 45	913 45	1,626 31
Utica and Delaware	569 51	385 08	470 58	965 00
Utica and Black River	516 16	113 33	1,019 98	1,133 31
Utica, Chenango and Susquehanna Valley	2,073 07	600 00	600 00	1,004 19
Utica, Clinton and Binghamton	2,073 07	600 00	600 00	1,004 19
Utica, Ithaca and Elmira	2,073 07	600 00	600 00	1,004 19
Valley	2,073 07	600 00	600 00	1,004 19
Wallkill Valley	2,073 07	600 00	600 00	1,004 19
Warwick Valley	2,073 07	600 00	600 00	1,004 19
	\$2,383,004 95	\$656,743 90	\$1,010,797 65	\$1,067,947 55

a In preceding tables.

TABLE G — (Continued).

NAME OF ROAD.	(77)			(78)		
	Wood and water station attendance. Allotted to			Conductors, baggage and brakemen. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	153 00	153 00	306 00	1,992 71	1,268 72	3,261 43
Albany and Susquehanna.....	1,284 83	3,893 20	4,178 03	15,693 98	97,632 62	113,326 60
Atlantic and Great Western.....	3,263 55	10,644 47	13,908 02	66,471 90	242,292 95	308,764 85
Bath and Hammondsport.....	.....	.....	.....	102,447 00	272,446 50	374,893 50
Boston and Albany.....	9,571 17	25,205 25	34,776 42	4,785 93	.....	4,785 93
Brooklyn, Bath and Coney Island.....	a	a	a	1,011 44	.....	1,011 44
Brooklyn and Rockaway Beach.....	90 50	.....	90 50	1,680 50	.....	1,680 50
Brooklyn and Jamestown.....	2,205 78	.....	2,205 78	7,100 01	.....	7,100 01
Buffalo and Southwestern.....	.....	.....	.....	20,962 56	.....	20,962 56
Buffalo, New York and Philadelphia.....	871 33	2,614 00	3,485 33	2,030 95	.....	2,030 95
Cayuga Southern.....	497 06	497 06	994 12	7,849 93	.....	7,849 93
Cazenovia and Susquehanna.....	.....	.....	.....	1,333 23	.....	1,333 23
Cazenovia, Canastota and De Ruyter.....	160 43	508 99	671 72	8,207 85	.....	8,207 85
Chemung.....	56 56	10 70	11 26	623 40	.....	623 40
Gloves Branch.....	.....	.....	.....	2,472 33	.....	2,472 33
Georgetown and Susquehanna Valley.....	.....	.....	.....	6,243 48	.....	6,243 48
Gorham, Cohanque and Andrus.....	.....	.....	.....	11,795 53	.....	11,795 53
Dunkirk, Allegheny Valley and Pittsburgh.....	555 45	1,663 87	2,219 32	1,057 01	.....	1,057 01
Elmira, Jefferson and Canabaugus.....	815 00	319 46	1,134 46	2,423 23	.....	2,423 23
Elmira, State Line.....	97 16	.....	97 16	10,365 35	.....	10,365 35
Elmira and Williamsport.....	9,560 47	28,771 31	38,331 78	1,184 04	.....	1,184 04
Erie.....	.....	.....	.....	168,362 84	.....	168,362 84
Fonda, Johnstown and Gloversville.....	.....	.....	.....	42,806 05	.....	42,806 05
Geneva, Johnstown and Sayre.....	44 87	89 19	133 99	317 84	.....	317 84
Greene.....	.....	.....	.....	390 00	.....	390 00
Hamden Extension.....	.....	.....	.....	825 67	.....	825 67
Lake Champlain and Moriah.....	a	a	a	36,813 24	.....	36,813 24
Lake Champlain and Michigan Southern.....	3,067 00	3,067 61	6,134 61	1,516 95	.....	1,516 95
Long Island.....	.....	.....	.....	227,186 05	.....	227,186 05
Marine.....	.....	.....	.....	79,028 85	.....	79,028 85
Middleburgh and Schoharie.....	.....	.....	.....	.....	.....	.....
Middletown and Crawford.....	.....	.....	.....	.....	.....	.....
Metropolitan Elevated.....	.....	.....	.....	.....	.....	.....
Newburgh, Dutchess and Connecticut.....	185 57	556 70	742 27	.....	.....	.....
New Jersey and New York.....	353 78	127 93	511 71	.....	.....	.....
New York Central and Hudson River.....	15,477 41	84,448 73	49,927 14	.....	.....	.....
New York Elevated.....	.....	.....	.....	.....	.....	.....

## RAILROAD REPORT.

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New York, Lake Erie and Western.....	4,770 30	14,898 05	19,108 17	109,102 88	974,084 81	877,707 02
New York and Manhattan Branch.....	9,970 15	4,007 60	14,060 00	143,078 50	76,875 24	6,804 00
New York and Oswego Midland.....	1,007 75	3,004 23	4,940 37	15,353 55	220,024 90	24,794 08
Ogdensburg and Lake Champlain.....	337 04	1,111 48	1,460 00	1,470 05	184,005 10	3,941 39
Olean, Bradford and Lake Warren.....	40 20	38 44	66 00	147 00	3,434 39	2,434 39
Ontario Southern.....	4,069 28	6,018 98	10,023 21	3,270 15	8,053 00	7,823 75
Oswego and Syracuse.....	.....	.....	.....	1,850 00	1,410 40	3,296 40
Port Jervis and Monticello.....	.....	.....	.....	9,334 00	1,100 00	3,500 00
Poughkeepsie, Hartford and Boston.....	3,638 72	6,491 30	10,128 11	30,173 58	86,021 77	66,103 35
Rensselaer and Saratoga.....	30 03	308 97	429 00	243 41	8,253 05	3,477 90
Rhinebeck and Connecticut.....	128 42	386 24	514 06	2,141 80	6,425 07	8,507 50
Rochester and State Line.....	24 22	24 22	48 44	795 29	916 84	1,712 13
Rome and Clinton.....	943 33	1,880 68	2,820 01	16,060 76	32,199 53	48,269 29
Rome, Watertown and Ogdensburg.....	.....	.....	.....	600 00	600 00	1,380 00
Schoharie Valley.....	.....	.....	.....	385 14	305 14	732 28
Silver Lake.....	30 00	30 00	60 00	450 00	450 00	900 00
Skaneateles.....	131 21	263 43	383 65	7,985 28	15,700 71	23,704 97
Southern Central.....	.....	.....	.....	.....	.....	.....
Southern Branch.....	.....	.....	.....	.....	.....	.....
Staten Land.....	.....	.....	.....	.....	.....	.....
Sterling Mountain.....	.....	.....	.....	.....	.....	.....
Syracuse, Binghamton and New York.....	1,603 02	1,603 02	5,208 04	6,905 65	8,181 54	15,177 19
Syracuse, Chenango and New York.....	155 29	155 29	310 57	2,714 50	2,714 50	2,714 50
Syracuse, Geneva and Corning.....	844 00	1,377 06	2,821 06	2,306 05	8,401 06	13,701 55
Troy and Boston.....	96 68	103 34	200 00	2,384 76	5,689 18	13,289 15
Ulster and Delaware.....	.....	.....	.....	9,015 53	5,773 48	19,638 24
Ulster and Black River.....	535 96	1,071 92	1,807 06	2,190 77	9,985 40	18,011 13
Utica, Chenango and Susquehanna Valley.....	64 58	64 58	129 16	9,190 23	9,414 94	14,545 71
Utica, Chenango and Binghamton.....	.....	.....	.....	2,691 23	4,580 68	8,911 91
Utica, Ithaca and Elmira.....	71 17	610 55	711 72	1,486 94	7,962 98	8,833 93
Valley.....	104 22	159 24	260 56	.....	2,245 41	2,742 35
Walkill Valley.....	63 50	92 50	125 00	.....	.....	.....
Warwick Valley.....	.....	.....	.....	.....	.....	.....
	\$78,086 92	\$156,009 46	\$234,045 83	\$1,419,114 80	\$2,817,518 63	\$4,236,633 22

a In preceding.



TABLE G—(Continued).

NAME OF ROAD.	(79)			(80)		
	Enginemen and firemen. Allotted to			Fuel, cost and labor of preparing for use. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack .....	\$968 45	\$968 45	\$1,936 90	\$1,919 19	\$1,919 20	\$3,838 39
Albany and Susquehanna .....	54,696 94	35,417 21	90,114 15	16,463 29	45,893 49	62,356 78
Atlantic and Great Western .....	57,711 49	169,984 68	227,696 17	50,310 01	162,296 53	212,606 54
Bath and Hammondsport .....	410 00	400 00	810 00	310 00	340 13	650 13
Boston and Albany .....	82,469 98	227,365 53	319,835 51	157,356 39	411,128 10	571,684 29
Brooklyn, Bath and Coney Island .....	8,595 63	8,605 63	17,201 26	4,430 23	4,430 23	8,860 46
Brooklyn, Flatbush and Coney Island .....	1,030 00	1,030 00	2,060 00	5,920 78	.....	5,920 78
Buffalo Creek .....	.....	2,531 07	2,531 07	.....	3,985 24	3,985 24
Buffalo and Jamestown .....	1,147 41	1,735 21	2,882 62	2,620 22	4,069 41	6,729 63
Buffalo and Southwestern .....	5,746 20	7,406 00	13,152 20	7,089 86	9,911 11	17,000 97
Buffalo, New York and Philadelphia .....	10,151 76	30,395 35	40,547 11	3,290 33	27,871 00	31,161 33
Cayuga Southern .....	.....	.....	.....	3,349 13	5,521 25	8,870 38
Cayuga and Susquehanna .....	2,751 90	2,108 06	4,859 96	3,922 61	3,922 61	7,845 22
Cazenovia, Catskills and De Ruyter .....	843 00	943 00	1,786 00	1,111 28	1,111 28	2,222 56
Chemung .....	2,260 67	8,067 37	10,328 04	2,290 33	7,469 84	9,760 17
Globe Branch .....	67 39	1,280 50	1,347 89	66 36	1,260 92	1,327 28
Coopersstown and Susquehanna Valley .....	833 75	833 75	1,667 50	892 15	892 14	1,784 29
Corning, Coxsack and Antwerp .....	3,343 51	30,691 66	34,035 17	2,331 65	22,784 89	25,116 54
Dunkirk, Allegany Valley and Pittsburgh .....	6,663 00	18,791 71	25,454 71	6,396 45	23,838 10	30,234 55
Elmira, Jefferson and Canandaigua .....	4,921 35	16,134 75	21,056 10	4,900 65	15,758 33	20,658 98
Elmira State Line .....	9,898 47	9,898 46	19,796 93	7,110 03	7,110 03	14,220 06
Elmira and Williamsport .....	195 60	883 78	1,079 38	813 43	3,061 38	3,874 81
Erie .....	126,857 51	476,021 14	602,878 65	122,085 69	537,361 39	659,446 99
Fonda, Johnstown and Gloversville .....	3,200 35	5,133 57	8,333 92	4,638 75	3,165 83	7,804 58
Geneva, Ithaca and Sayre .....	622 57	731 27	1,353 84	1,256 30	2,512 70	3,769 00
Greene .....	.....	.....	.....	865 84	865 84	1,731 68
Greenwich and Johnsonville .....	.....	.....	.....	2,301 34	4,092 68	6,394 02
Hartem Extension .....	1,045 42	2,691 84	3,737 26	.....	9,243 39	9,243 39
Lake Champlain and Moriah .....	180,188 00	5,130 54	185,318 54	209,024 48	600,286 47	795,989 95
Lake Shore and Michigan Southern .....	.....	444,598 45	444,598 45	57,306 99	57,306 99	111,613 98
Long Island .....	269 99	36,000 77	36,270 76	120 00	.....	120 00
Marine .....	269 99	.....	269 99	387 50	387 50	775 00
Middleburgh and Schoharie .....	260 00	260 00	520 00	.....	.....	520 00
Middletown and Crawford .....	794 50	794 50	1,589 00	.....	.....	1,589 00
Metropolitan Elevated .....	.....	.....	.....	22,746 15	635 42	23,381 57
Newburgh, Dutchess and Connecticut .....	2,151 53	9,395 69	11,547 22	2,650 61	7,981 98	10,632 59



## RAILROAD REPORT.

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New Jersey and New York.....	1,000 01	7,943 44	11,051 52	5,000 00	14,705 05
New York Central and Hudson River.....	707,404 40	1,007,108 07	014,003 03	1,877,000 00	1,400,100 00
New York, Lake Erie and Western.....	205,000 10	304,047 03	304,047 03	300,414 05	300,414 05
New York and Manhattan Beach.....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
New York and New Haven and Hartford.....	50,810 74	105,143 80	105,143 80	105,143 80	105,143 80
New York and Oswego Midland.....	10,814 40	20,024 07	20,024 07	20,024 07	20,024 07
Ogdensburg and Lake Champlain.....	10,450 78	20,000 01	20,000 01	20,000 01	20,000 01
Olean, Bradford and Lake Warren.....	1,475 80	2,007 87	2,007 87	2,007 87	2,007 87
Ontario Southern.....	1,371 88	2,007 87	2,007 87	2,007 87	2,007 87
Oswego and Syracuse.....	7,353 09	12,323 20	12,323 20	12,323 20	12,323 20
Port Jervis and Monticello.....	774 80	1,874 30	1,874 30	1,874 30	1,874 30
Poughkeepsie, Hartford and Boston.....	1,000 00	8,200 00	8,200 00	8,200 00	8,200 00
Rensselaer and Saratoga.....	48,186 20	74,111 83	74,111 83	74,111 83	74,111 83
Rhinbeck and Connecticut.....	2,738 44	9,944 55	9,944 55	9,944 55	9,944 55
Rochester and State Line.....	7,815 88	10,421 10	10,421 10	10,421 10	10,421 10
Rome and Clinton.....	7,763 89	1,404 10	1,404 10	1,404 10	1,404 10
Rome, Watertown and Ogdensburg.....	42,189 85	63,984 02	63,984 02	63,984 02	63,984 02
Schoharie Valley.....	.....	.....	.....	.....	.....
Silver Lake.....	690 38	1,240 75	1,240 75	1,240 75	1,240 75
Skaneateles.....	900 00	1,800 00	1,800 00	1,800 00	1,800 00
Southern Central.....	7,845 24	22,080 91	22,080 91	22,080 91	22,080 91
Southold branch.....	.....	.....	.....	.....	.....
Staton Island.....	.....	.....	.....	.....	.....
Sterling Mountain.....	.....	.....	.....	.....	.....
Syracuse, Binghamton and New York.....	11,795 77	16,981 87	16,981 87	16,981 87	16,981 87
Syracuse, Chenango and New York.....	2,455 39	4,505 40	4,505 40	4,505 40	4,505 40
Troy and Boston.....	2,438 10	1,987 80	1,987 80	1,987 80	1,987 80
Utica and Delaware.....	2,406 85	1,987 77	1,987 77	1,987 77	1,987 77
Utica and Black River.....	2,406 85	1,987 77	1,987 77	1,987 77	1,987 77
Utica, Chenango and Schoharie Valley.....	2,406 85	1,987 77	1,987 77	1,987 77	1,987 77
Utica, Clinton and Binghamton.....	2,406 85	1,987 77	1,987 77	1,987 77	1,987 77
Utica, Ithaca and Elmira.....	2,406 85	1,987 77	1,987 77	1,987 77	1,987 77
Wallkill Valley.....	1,115 13	2,787 79	2,787 79	2,787 79	2,787 79
<b>Total.....</b>	<b>\$2,805,006 45</b>	<b>\$3,991,157 24</b>	<b>\$1,910,786 93</b>	<b>\$4,214,617 32</b>	<b>\$6,125,416 24</b>

TABLE G — (Continued).

NAME OF ROAD.	(81)			(82 and 83)		
	Oil and waste for engines and tenders Allotted to	Freight transportation.	Total.	Oil and waste for cars. Allotted to	Freight transportation.	Total.
Adirondack.....	\$485 27	\$485 28	\$970 55	a	a	a
Albany and Susquehanna.....	2,439 07	3,066 76	5,475 83	\$649 18	\$3,041 93	\$3,691 11
Atlantic and Great Western.....	8,699 04	25,268 00	30,867 04	a	a	a
Bath and Hammondsport.....	50 00	25 00	75 00	25 00	27 00	52 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 44	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 53	.....	1,183 53	a	a	a
Brooklyn, Flatbush and Coney Island.....	562 83	.....	562 83	221 78	.....	221 78
Brooklyn and Rockaway Beach.....	140 00	.....	140 00	34 00	12 00	46 00
Buffalo Creek.....	.....	287 77	287 77	.....	.....	.....
Buffalo and Jamestown.....	286 63	438 53	725 21	.....	.....	.....
Buffalo and Southwestern.....	1,111 49	1,432 54	2,544 03	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,285 96	3,367 84	5,143 79	a	a	a
Cayuga and Susquehanna.....	276 12	291 56	567 68	67 22	42 50	109 72
Cazenovia, Canastota and De Ruyter.....	109 65	109 65	219 30	a	a	a
Chemung.....	301 22	840 55	1,141 77	152 29	466 05	618 34
Clove Branch.....	7 50	143 38	150 88	a	a	a
Cooperstown and Susquehanna Valley.....	90 57	90 58	181 15	a	a	a
Cooperstown, Cowanesque and Antrim.....	87 56	788 04	875 60	230 25	1,275 35	1,505 60
Dunkirk, Allegheny Valley and Pittsburgh.....	811 17	2,350 80	3,161 97	517 78	648 34	1,166 12
Empira, Jefferson and Canandaigua.....	601 98	1,690 12	2,292 10	303 71	931 62	1,235 33
Empira State Line.....	1,549 52	1,549 52	3,099 04	253 26	1,646 19	1,899 45
Empira and Williamsport.....	91 56	315 44	407 00	59 74	180 28	240 02
Erie.....	10,693 07	38,672 06	49,365 13	12,920 70	41,670 58	54,591 28
Fonda, Johnstown and Gloversville.....	632 26	632 26	1,264 52	a	a	a
Genesee, Ithaca and Sayre.....	924 33	3,705 26	4,631 59	40 78	30 27	71 05
Greene and Johnsonville.....	70 15	70 16	140 31	10 10	5 00	15 10
Greene and Johnsonville Extension.....	186 33	378 68	565 01	.....	.....	.....
Harlem, Champlain and Moriah.....	.....	856 62	856 62	.....	348 96	348 96
Lake Shore and Michigan Southern.....	31,297 00	76,599 23	107,896 23	a	a	a
Lake Shore and Michigan Southern.....	8,575 15	8,575 15	17,150 30	a	a	a
Long Island.....	.....	.....	.....	.....	.....	.....
Long Island and Schoharie.....	57 50	57 50	115 00	.....	10 00	10 00
Middleburgh and Schoharie.....	60 92	60 92	121 84	.....	.....	.....
Metropolitan Elevated.....	1,614 81	.....	1,614 81	a	.....	a
Newburgh, Dutchess and Connecticut.....	1,328 91	502 00	830 91	31 20	203 57	234 77
New Jersey and New York.....	1,363 37	454 45	1,817 82	740 34	250 75	991 09

## RAILROAD REPORT.

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New York Central and Hudson River.....	94,970 08	900,943 97	301,110 73	a	a	a	a
New York Elevated.....	4,765 31	17,300 01	4,765 31	a	a	a	a
New York, Lake Erie and Western.....	4,910 97	17,300 01	4,765 31	a	a	a	a
New York and Manhattan.....	3,501 11	11,370 86	3,501 11	a	a	a	a
New York, Albany and Westchester.....	22,555 61	31,370 86	33,801 41	a	a	a	a
New York, Albany and Westchester.....	640 25	1,060 37	1,000 02	a	a	a	a
Ocean, Bradford and Lake Champlain.....	433 74	1,800 46	2,320 30	a	a	a	a
Ocean, Bradford and Lake Champlain.....	119 60	119 56	231 00	a	a	a	a
Ontario Southern.....	173 98	347 97	521 95	a	a	a	a
Oswego and Syracuse.....	634 16	936 31	1,369 47	a	a	a	a
Port Jervis and Monticello.....	50 00	60 34	110 34	a	a	a	a
Poughkeepsie, Hartford and Boston.....	100 00	100 00	200 00	a	a	a	a
Rensselaer and Saratoga.....	4,495 83	4,127 60	8,623 62	a	a	a	a
Rhinbeck and Connecticut.....	73 35	973 30	1,046 55	a	a	a	a
Rochester and State Lane.....	700 34	2,102 00	2,801 34	a	a	a	a
Rome and Clinton.....	53 43	51 96	105 39	a	a	a	a
Rome, Watertown and Ogdensburgh.....	4,235 03	8,472 06	12,708 09	a	a	a	a
Schoharie Valley.....	23 10	23 10	46 20	a	a	a	a
Silver Lake.....	54 47	54 47	108 94	a	a	a	a
Skaneateles.....	71 74	71 74	143 48	a	a	a	a
Southern Central.....	1,564 01	3,128 02	4,692 03	a	a	a	a
Southfield Branch.....	.....	99 22	99 22	a	a	a	a
Staten Island.....	1,880 95	.....	1,580 95	a	a	a	a
Sterling Mountain.....	1,432 97	383 33	383 33	a	a	a	a
Syracuse, Binghamton and New York.....	1,230 00	1,668 05	3,091 02	a	a	a	a
Syracuse, Chenango and New York.....	1,107 94	211 81	431 81	a	a	a	a
Troy and Boston.....	706 95	1,807 68	2,915 62	a	a	a	a
Utster and Delaware.....	1,583 89	2,241 92	3,825 81	a	a	a	a
Utica and Black River.....	788 94	888 18	1,507 12	a	a	a	a
Utica, Chenango and Susquehanna Valley.....	142 48	138 54	281 02	a	a	a	a
Utica, Clinton and Binghamton.....	1,294 43	632 21	1,886 64	a	a	a	a
Utica, Ithaca and Elmira.....	1,143 62	869 14	1,886 76	a	a	a	a
Valley.....	592 40	753 61	1,256 01	a	a	a	a
Wallkill Valley.....	.....	.....	.....	a	a	a	a
	\$233,971 15	\$405,115 48	\$209,086 63	\$38,208 84	\$103,673 22	\$141,879 05	

a In preceding.

TABLE G—(Continued).

NAME OF ROAD.	( 81 )			( 82 and 83 )		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$453 27	\$485 28	\$970 55	a	a	a
Albany and Susquehanna.....	2,439 07	3,036 76	5,475 83	\$649 18	\$3,041 93	\$3,691 11
Atlantic and Great Western.....	8,599 04	22,268 00	30,867 04	a	a	a
Bath and Hammondsport.....	50 00	25 00	75 00	25 00	27 00	52 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 44	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 53	.....	1,183 53	a	a	a
Brooklyn, Flatbush and Coney Island.....	562 83	.....	562 83	221 78	.....	221 78
Brooklyn and Rockaway Beach.....	140 00	.....	140 00	34 00	12 00	46 00
Buffalo Creek.....	.....	287 77	287 77	.....	.....	.....
Buffalo and Jamestown.....	286 68	438 53	725 21	.....	.....	.....
Buffalo and Southwestern.....	1,111 49	1,432 54	2,544 03	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,285 96	3,557 84	5,143 79	a	a	a
Cayuga and Susquehanna.....	276 12	291 56	567 68	67 22	42 50	109 72
Cazenovia, Canastota and De Ruyter.....	109 65	109 65	219 30	a	a	a
Chemung.....	301 22	840 55	1,141 77	152 29	406 05	618 34
Clove Branch.....	7 50	143 38	150 88	a	a	a
Cooperstown and Susquehanna Valley.....	90 57	90 58	181 15	a	a	a
Corning, Cowanesque and Antrim.....	87 56	788 04	875 60	230 25	1,275 35	1,505 60
Dunkirk, Allegany Valley and Pittsburgh.....	811 17	2,150 80	3,161 97	517 78	648 34	1,166 12
Elmira, Jefferson and Canandaigua.....	601 98	1,680 12	2,282 10	303 71	981 62	1,285 33
Elmira State Line.....	1,549 92	1,549 92	3,099 84	223 26	1,616 19	1,839 45
Elmira and Williamsport.....	91 56	315 44	407 00	59 74	180 28	240 02
Erie.....	10,693 07	38,572 06	49,265 13	12,930 70	41,670 58	54,601 28
Fonda, Johnstown and Gloversville.....	632 26	632 26	1,264 52	a	a	a
Geneva, Ithaca and Sayre.....	926 32	3,705 26	4,631 58	40 78	30 27	71 05
Geneve.....	64 08	68 96	133 04	10 10	5 00	15 10
Greenwich and Johnsonville.....	70 15	70 16	140 31	.....	.....	.....
Harlem Extension.....	189 33	378 68	568 01	.....	348 96	348 96
Lake Champlain and Moriah.....	.....	850 62	850 62	a	a	a
Lake Champlain and Michigan Southern.....	31,287 00	76,599 23	107,886 23	a	a	a
Long Island.....	8,575 15	8,575 15	17,150 30	a	a	a
Middleburgh.....	57 50	60 92	121 84	.....	10 00	10 00
Middleburgh and Schoharie.....	60 92	.....	60 92	.....	.....	.....
Metropolitan and Crawford.....	1,614 81	.....	1,614 81	a	.....	a
Metropolitan Elevated.....	.....	502 00	502 00	31 20	205 57	236 77
Newburgh, Dutchess and Connecticut.....	1,828 91	.....	1,828 91	740 34	290 75	991 00
New Jersey and New York.....	1,863 87	404 45	1,817 82	.....	.....	.....

## RAILROAD REPORT.

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**a In preceding.**



TABLE G—(Continued).

NAME OF ROAD.	(81)			(82 and 83)		
	Oil and waste for engines and tenders Allotted to	Freight transportation.	Total.	Oil and waste for cars. Allotted to	Freight transportation.	Total.
Adirondack.....	\$485 27	\$485 28	\$970 55	a	a	a
Albany and Susquehanna.....	2,439 07	3,036 76	5,475 83	\$649 18	\$3,041 93	\$3,691 11
Atlantic and Great Western.....	8,569 04	25,268 00	33,837 04	a	a	a
Bath and Hammondsport.....	50 00	25 00	75 00	25 00	27 00	52 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 44	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 53	.....	1,183 53	a	a	a
Brooklyn, Flatbush and Coney Island.....	562 83	.....	562 83	221 78	.....	221 78
Brooklyn and Rockaway Beach.....	110 00	.....	110 00	34 00	12 00	46 00
Buffalo Creek.....	.....	287 77	287 77	.....	.....	.....
Buffalo and Jamestown.....	586 63	435 53	1,022 16	.....	.....	.....
Buffalo and Southwestern.....	1,111 49	1,432 54	2,544 03	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,285 95	3,557 84	4,843 79	a	a	a
Cayuga and Susquehanna.....	276 12	291 56	567 68	67 22	42 50	109 72
Cazenovia, Canastota and De Ruyter.....	169 65	169 65	339 30	a	a	a
Chemung.....	301 22	840 55	1,141 77	152 29	461 05	613 34
Clove Branch.....	7 50	143 38	150 88	a	a	a
Cooperstown and Susquehanna Valley.....	90 57	90 58	181 15	a	a	a
Corning, Cowanesque and Antrim.....	87 56	788 04	875 60	230 25	1,275 35	1,505 60
Dunkirk, Allegany Valley and Pittsburgh.....	811 17	2,150 80	2,961 97	517 78	618 34	1,136 12
Elmira, Jefferson and Canandaigua.....	691 98	1,080 18	1,772 16	303 71	931 62	1,235 33
Elmira State Line.....	1,549 32	1,549 92	3,099 24	253 26	1,666 19	1,899 45
Elmira and Williamsport.....	91 56	315 44	407 00	59 74	180 28	240 02
Eric.....	10,693 07	38,672 05	49,365 12	12,930 70	41,670 58	54,601 28
Fonda, Johnstown and Gloversville.....	632 26	632 26	1,264 52	a	a	a
Geneva, Ithaca and Sayre.....	926 32	2,705 35	3,631 67	40 78	30 27	71 05
Greene.....	61 08	68 95	130 03	10 10	5 00	15 10
Greenwich and Johnstown.....	189 34	378 68	568 01	.....	.....	.....
Harlem Extension.....	.....	856 62	856 62	.....	348 96	348 96
Lake Champlain and Moriah.....	31,287 00	76,329 23	107,616 23	a	a	a
Lake Shore and Michigan Southern.....	8,375 15	8,375 15	16,750 30	a	a	a
Long Island.....	.....	87 50	87 50	.....	10 00	10 00
Middleburgh and Schoharie.....	60 92	60 92	121 84	.....	.....	.....
Middletown and Crawford.....	1,614 81	.....	1,614 81	a	.....	a
Metropolitan Elevated.....	328 91	502 00	830 91	31 20	205 57	236 77
Newburgh, Dutchess and Connecticut.....	1,957 37	454 45	2,411 82	740 34	250 75	991 09
New Jersey and New York.....	.....	.....	.....	.....	.....	.....

## RAILROAD REPORT.

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New York Central and Hudson River.....	94,376 08	909,843 37	404,119 32	a	18,543 36	a	2,083 78
New York Elevated.....	4,795 81	17,368 31	4,795 81	a	24 10	a	280 50
New York, Lake Erie and Western.....	4,016 97	461 41	33,830 41	a	1,841 44	a	8,065 07
New York and Manhattan Beach.....	22,553 61	11,270 80	33,830 41	a	1,784 86	a	2,410 44
New York, New Haven and Hartford.....	22,553 61	1,600 37	1,000 62	a	120 00	a	239 21
New York and Oswego Midland.....	640 25	1,806 46	2,230 50	a	372 53	a	651 79
Ogdensburg and Lake Champlain.....	433 74	119 50	239 00	a	45 50	a	135 60
Olean, Bradford and Warren.....	119 50	347 97	1,560 47	a	992 70	a	402 70
Ontario Southern.....	173 98	636 31	110 34	a	2,592 06	a	4,105 43
Oswego and Syracuse.....	924 16	60 34	900 00	a	a	a	a
Port Jervis and Monticello.....	90 00	100 00	8,623 52	a	a	a	a
Poughkeepsie, Hartford and Boston.....	100 00	4,127 69	1,046 55	a	a	a	a
Rensselaer and Saratoga.....	4,495 83	973 30	2,801 34	a	a	a	a
Rhinebeck and Connecticut.....	73 25	2,102 00	105 39	a	11 87	a	37 18
Rome and Clinton.....	700 34	51 96	12,708 09	a	a	a	a
Rome, Watertown and Ogdensburg.....	83 43	8,472 06	46 20	a	a	a	a
Schoharie Valley.....	4,233 03	23 10	108 94	a	a	a	a
Silver Lake.....	23 10	54 47	143 48	a	a	a	a
Skaneateles.....	54 47	71 74	4,692 03	a	a	a	a
Southern Central.....	71 74	3,128 02	59 22	a	a	a	a
Southern Branch.....	1,554 01	99 22	1,580 95	a	a	a	a
Southfield Branch.....	a	a	383 33	a	a	a	a
Staten Island.....	1,680 95	383 33	3,061 02	a	741 31	a	1,448 06
Sterling Mountain.....	1,422 97	1,668 05	431 81	a	215 94	a	431 88
Syracuse, Binghamton and New York.....	220 00	211 81	2,915 62	a	1,451 49	a	2,688 51
Syracuse, Chenango and New York.....	1,107 94	1,807 68	2,118 85	a	a	a	a
Troy and Boston.....	706 36	1,412 59	3,825 81	a	a	a	a
Ulster and Delaware.....	1,583 89	2,241 22	1,507 12	a	363 16	a	853 59
Utica and Black River.....	768 94	828 18	281 02	a	31 96	a	99 45
Utica, Chenango and Susquehanna Valley.....	142 48	138 54	1,896 64	a	474 15	a	632 19
Utica, Clinton and Binghamton.....	1,264 43	632 21	1,892 76	a	2,267 39	a	2,495 12
Utica, Ithaca and Elmira.....	143 62	889 14	1,256 01	a	a	a	a
Valley.....	502 40	753 61	a	a	a	a	a
Wallkill Valley.....	a	a	a	a	a	a	a
	\$233,971 15	\$465,115 48	\$699,096 63		\$103,673 23		\$141,879 06

a in preceding.

TABLE G — (Continued).

NAME OF ROAD.	(84)			(85)		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$77.78	\$77.79	\$155.57	\$1,774.26	\$353.00	\$2,129.26
Albany and Susquehanna.....	13.83	871.57	885.40	1,263.58	3,890.17	5,053.85
Atlantic and Great Western.....	22.00	5,977.26	5,999.26	36,527.61	50.00	36,577.61
Boston and Albany.....		15,932.38	15,932.38			
Brooklyn, Bath and Coney Island.....				2,060.99	325.00	2,060.99
Brooklyn, Flatbush and Coney Island.....						
Buffalo Creek.....						
Buffalo and Jamestown.....	16.12	24.65	40.77			
Buffalo and Southwestern.....	86.06	110.91	196.97			
Buffalo, New York and Philadelphia.....	123.05	371.00	494.05	7.50	22.50	30.00
Chenango and Susquehanna.....	24.32	34.33	48.65			
Chemung.....		146.87	146.87			
Clove Branch.....		2.20	2.20	18.50		18.50
Cooperstown and Susquehanna Valley.....	52.29	52.30	104.59			
Corning, Cowanesque and Antirio.....	43.90		43.90		30.00	30.00
Dunkirk, Allegheny Valley and Pittsburgh.....		954.92	954.92		49.00	49.00
Edinra, Jefferson and Canadawaga.....		240.81	240.81	814.50		814.50
Elmira and Williamsport.....		58.72	58.72			
Erie.....	154.70	22,852.95	23,010.65	2,573.28	5,259.04	8,192.32
Fonda, Johnstown and Gloversville.....	1,535.25	30.25	1,565.50	a	a	a
Geneva, Ithaca and Sayre.....		263.92	263.92	29.61	118.56	148.17
Greene.....	8.72	17.44	26.16	284.70	570.29	854.99
Harlem Extension.....		15.00	15.00			
Lake Champlain and Moriah.....					29.50	29.50
Lake Shore and Michigan Southern.....	8,565.76	20,972.74	29,538.50	9,068.72	23,071.68	32,140.40
Long Island.....	138.48	158.48	316.96	1,836.71	1,836.72	3,673.43
Middletown and Crayford.....		11.25	11.25			
Metropolitan Elevated.....				1,473.33		1,473.33
Newburgh, Dutchess and Connecticut.....		20.46	20.46			
New Jersey and New York.....	16.22	5.40	21.62	30.37	10.13	40.50
New York Central and Hudson River.....	718.90	65,517.82	67,236.72	37,887.01	12,629.01	50,516.02
New York Elevated.....				2,331.59		2,331.59
New York, Lake Erie and Western.....	20.09	2,494.43	2,514.52	19.57	536.58	556.15
New York and Manhattan Beach.....				211.59	19.21	230.80
New York, New Haven and Hartford.....		1,790.23	1,790.23	4,182.41		4,182.41
New York and Oswego Mohawk.....		1,054.48	1,054.48	302.33		302.33
Ogdensburg and Lake Champlain.....	26.62	113.49	140.11			
Olean, Bradford and Warren.....	40.42	40.43	80.85	65.92	65.92	131.84

Oswego and Syracuse .....	90 40	75 08	120 02	.....	.....	.....	.....
Port Jervis and Monticello .....	13 40	.....	12 00	.....	.....	.....	.....
Poughkeepsie, Hartford and Boston .....	3 00	.....	0 00	.....	.....	.....	.....
Rensselaer and Saratoga .....	145 80	9,721 75	2,857 05	6,459 25	.....	36 50	6,194 06
Rochester and State Line .....	43 70	30 56	40 70	18 75	.....	54 52	75 00
Rome and Clinton .....	100 97	321 03	482 40	224 00	.....	447 00	671 00
Schoharie Valley .....	1 94	1 94	2 88	.....	.....	.....	.....
Skaneateles .....	50 00	2 60	2 00	.....	.....	.....	.....
Southern Central .....	210 24	302 07	252 07	.....	.....	.....	6,755 79
Syracuse, Binghamton and New York .....	.....	210 25	420 49	6,700 00	.....	55 79	.....
Syracuse, Chenango and New York .....	421 67	91 31	91 91	.....	.....	.....	4,974 28
Troy and Boston .....	.....	687 99	1,109 06	1,890 23	.....	3,684 05	99 50
Utter and Delaware .....	125 34	211 38	211 38	.....	.....	29 50	75 00
Utica and Black River .....	104 60	177 41	302 75	31 05	.....	43 35	10,250 87
Utica, Chenango and Susquehanna Valley .....	9 86	209 40	314 00	.....	.....	.....	21 82
Utica, Clinton and Binghamton .....	.....	.....	8 82	.....	.....	.....	.....
Utica, Ithaca and Elmira .....	34 59	34 60	69 19	407 80	.....	400 13	807 93
Valley .....	.....	42 53	42 53	.....	.....	118 38	118 38
Wallkill Valley .....	.....	.....	.....	.....	.....	.....	.....
<b>Total</b> .....	<b>\$13,168 83</b>	<b>\$146,270 34</b>	<b>\$159,459 17</b>	<b>\$126,896 07</b>	<b>\$53,793 05</b>	<b>\$183,629 12</b>	

a In preceding.



TABLE G—(Continued).

NAME OF ROAD.	(86)			(87)		
	Damages to property and for cattle killed. Allotted to			General superintendence. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$532.40	\$1,215.31	\$1,747.71	\$1,000.00	\$1,000.00	\$2,000.00
Albany and Susquehanna.....	371.87	1,201.84	1,573.71	1,661.75	2,130.24	3,791.99
Atlantic and Great Western.....				29,743.47	73,213.52	102,956.99
Bath and Hammondsport.....	680.69	1,713.56	2,394.25	19,360.40	360.00	19,720.40
Boston and Albany.....				1,515.00	50,721.44	52,236.44
Brooklyn, Bath and Coney Island.....				709.99		709.99
Buffalo Creek.....		108.00	108.00		2,100.00	2,100.00
Buffalo and Jamestown.....	47.44	72.66	120.10	563.73	1,231.97	1,795.69
Buffalo and Southwestern.....	8.74	11.26	20.00	2,511.24	5,235.63	7,746.87
Buffalo, New York and Philadelphia.....	128.05	384.15	512.20	634.17	1,962.51	2,596.68
Cayuga Southern.....	16.97	38.03	55.00			
Cayuga and Susquehanna.....				1,575.00	1,575.00	3,150.00
Chenango.....				333.33	333.33	666.66
Chenovia, Canastota and De Ruyter.....				269.07	518.25	787.32
Chemung.....				70.00	3,450.00	3,520.00
Cooperstown and Susquehanna Valley.....	17.50	17.50	35.00	450.00	450.00	900.00
Corning, Cowanesque and Antrim.....				450.00	4,060.00	4,510.00
Dunkirk, Allegany Valley and Pittsburgh.....		900.95	900.95	2,430.33	4,839.67	7,269.00
Elmira, Jefferson and Canandaigua.....				446.76	1,107.12	1,553.88
Elmira State Line.....				7,497.07	7,497.07	14,994.14
Elmira and Williamsport.....				74.39	223.16	297.55
Erie.....	811.18	2,748.50	3,559.68	28,318.81	84,356.43	112,675.24
Fonda, Johnstown and Gloversville.....	a	a	a	2,000.00	2,000.00	4,000.00
Geneva, Ithaca and Sayre.....				512.59	2,060.34	2,572.93
Greene.....	12.70	25.38	38.08	48.03	96.08	144.11
Greenwich and Johnsonville.....	13.75	13.75	27.50	421.25	421.25	842.50
Harlem Extension.....		633.65	633.65	364.63	729.06	1,093.69
Lake Champlain and Moriah.....		77.41	77.41		1,631.72	1,631.72
Lake Shore and Michigan Southern.....	2,889.19	7,073.55	9,962.74		188,108.21	222,687.62
Long Island.....	437.77	437.78	875.55			
Metropolitan Elevated.....				64,579.41		64,579.41
Newburgh, Dutchess and Connecticut.....				800.00		800.00
New Jersey and New York.....				1,937.04	5,811.26	7,748.30
New York Central and Hudson River.....	7,673.46	17,079.64	24,753.10	1,800.00	0.00	1,800.00
New York Elevated.....				42,477.61	94,546.97	137,024.58
New York, Lake Erie and Western.....	91.88	356.12	448.00	4,822.07		4,822.07
				6,690.84	20,072.50	26,763.34



## RAILROAD REPORT.

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New York and Manhattan Beach.....	136 36	12 39	148 75	5,504 49	500 41	0,000 00
New York, New Haven and Hartford.....	.....	2,750 50	2,750 50	10,300 00	7,050 00	25,000 00
New York and Oswego Midland.....	48 16	508 34	508 34	7,138 47	11,004 80	18,341 49
Ogdensburg and Lake Champlain.....	67 50	67 50	135 50	2,138 47	9,110 62	11,255 09
Olean, Bradford and Warren.....	21 12	42 50	63 38	207 44	207 44	534 98
Ontario Southern.....	75 00	125 58	107 58	1,703 00	3,087 21	5,380 81
Oswego and Syracuse.....	408 00	.....	406 00	909 06	1,500 01	2,409 57
Port Jervis and Monticello.....	108 31	54 16	102 50	000 00	000 00	1,300 00
Poughkeepsie, Hartford and Boston.....	.....	404 00	182 39	9,000 00	1,000 00	3,000 00
Rensselaer and Saratoga.....	1,718 39	63 78	2,182 39	2,063 48	2,409 80	5,193 28
Rhinebeck and Connecticut.....	4 72	774 38	1,032 50	133 00	1,706 96	1,869 96
Rochester and State Line.....	268 12	35 00	.....	000 00	1,800 00	2,400 00
Rome and Clinton.....	.....	1,328 87	25 00	72 00	72 00	144 00
Rome, Watertown and Ogdensburg.....	609 43	.....	2,008 30	1,500 00	3,000 00	4,000 00
Saratoga.....	.....	93 50	103 50	750 00	750 00	1,500 00
Southern Central.....	271 78	.....	371 78	1,500 00	3,000 00	4,500 00
Staten Island.....	.....	65 00	65 00	788 74	708 74	1,597 48
Sterling Mountain.....	.....	80 00	194 00	937 48	2,812 46	3,750 94
Syracuse, Binghamton and New York.....	59 00	.....	.....	800 00	1,200 00	2,000 00
Syracuse, Chenango and New York.....	.....	.....	.....	625 00	1,875 00	2,500 00
Syracuse, Geneva and Corning.....	.....	.....	.....	1,519 89	2,479 97	3,999 96
Troy and Boston.....	167 19	279 79	439 98	1,600 00	1,200 00	1,800 00
Utica and Delaware.....	141 88	283 74	425 60	1,656 00	2,344 00	4,000 00
Utica, Chenango and Susquehanna Valley.....	356 21	504 19	890 40	578 48	1,152 93	1,729 39
Utica, Clinton and Binghamton.....	298 50	228 50	457 00	192 00	192 00	384 00
Utica, Ithaca and Elmira.....	33 40	33 51	68 91	3,399 09	4,154 45	7,553 54
Valley.....	46 80	57 20	104 00	181 90	181 20	362 49
Valley.....	16 12	16 13	32 25	800 00	840 00	900 00
Warwick Valley.....	121 00	182 00	308 00	500 00	500 00	1,000 00
Warwick Valley.....	15 50	15 50	31 00	.....	.....	.....
	\$18,784 09	\$41,884 85	\$60,688 94	\$281,945 98	\$604,538 21	\$886,535 19

a In preceding.

TABLE F — (Continued).

NAME OF ROAD.	(72)		
	Total. Allotted to		Total.
	Passenger transportation.	Freight transportation.	
Adirondack.....	\$2,462 82	\$3,322 35	\$5,785 17
Albany and Susquehanna.....	25,312 50	77,630 85	103,163 35
Atlantic and Great Western.....	140,280 76	488,114 56	628,395 32
Bath and Hammondsport.....	329 00	284 00	613 00
Boston and Albany.....	170,882 81	648,683 80	819,566 61
Brooklyn, Bath and Coney Island.....	5,898 04	.....	5,898 04
Brooklyn, Flatbush and Coney Island.....	3,371 70	217 83	3,589 53
Brooklyn and Rockaway Beach.....	746 42	.....	746 42
Buffalo, Corry and Pittsburgh.....	15,029 32	15,029 32	30,058 65
Buffalo Creek.....	.....	2,855 92	2,855 92
Buffalo and Jamestown.....	1,628 69	3,925 37	5,554 06
Buffalo and Southwestern.....	7,311 65	13,020 29	20,331 94
Buffalo, New York and Philadelphia.....	9,782 67	39,363 27	49,146 94
Cayuga Southern.....	2,696 66	4,076 01	6,772 67
Cayuga and Susquehanna.....	2,618 07	5,510 68	8,128 75
Cazenovia, Canastota and De Ruyter.....	518 60	518 60	1,037 20
Chemung.....	3,208 26	11,869 90	15,078 16
Clove Branch.....	25 50	982 38	1,007 88
Coopersstown and Susquehanna Valley.....	1,231 63	213 64	1,445 27
Corning, Cowanesque and Antrim.....	8,211 04	73,899 53	82,110 57
Dunkirk, Allegheny Valley and Pittsburg.....	9,467 00	23,372 10	32,839 10
Elmira, Jefferson and Canandaigua.....	6,284 47	24,397 47	30,681 94
Elmira State Line.....	12,845 13	39,829 99	52,675 12
Elmira and Williamsport.....	1,741 48	7,076 38	8,817 86
Erte.....	265,008 35	1,039,261 50	1,304,269 85
Fonda, Johnstown and Gloversville.....	4,293 33	2,137 83	6,431 16
Geneva, Ithaca and Sayre.....	12,719 18	28,160 48	40,879 66
Greene.....	716 26	439 19	1,155 45
Greenwich and Johnsonville.....	66 62	14 52	81 14
Harlem Extension.....	4,898 89	4,616 59	9,515 49
Lake Champlain and Moriah.....	.....	6,065 79	6,065 79
Lake Shore and Michigan Southern.....	17,246 48	1,022,519 18	1,199,765 66
Long Island.....	64,804 25	64,804 25	129,608 51
Marine.....	83 00	.....	83 00
Middleburgh and Schoharie.....	220 50	220 50	441 00
Middletown and Crawford.....	195 03	99 51	294 54
Metropolitan Elevated.....	1,375 70	.....	1,375 70

## RAILROAD REPORT.

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Newburgh, Dutchess and Connecticut.....	4,104 07	8,721 37	13,065 44
New Jersey and New York.....	10,375 70	3,050 31	13,426 10
New York Central and Hudson River.....	92,013 16	2,079,981 37	2,077,968 33
New York Electric.....	126,157 91	.....	23,016 99
New York Erie and Western.....	3,293 32	404,532 70	630,760 91
New York, Lake Erie and Western.....	180,635 20	3,477 89	3,107 63
New York, Lake Erie and Western.....	180,635 20	136,342 43	317,075 63
New York, New Haven and Hartford.....	24,085 29	48,983 66	73,075 95
New York, New Haven and Hartford.....	14,357 65	61,077 11	66,434 76
Ogdensburg and Lake Champlain.....	771 25	600 98	1,372 23
Olean, Bradford and Warren.....	873 20	3,433 04	4,306 24
Ontario Southern.....	10,479 31	25,408 80	35,888 11
Oswego and Syracuse.....	1,230 63	1,080 78	2,311 41
Port Jervis and Monticello.....	3,475 14	8,559 59	7,034 73
Poughkeepsie, Hartford and Boston.....	64,352 46	101,321 94	165,714 40
Rensselaer and Saratoga.....	1,428 31	4,508 07	5,936 38
Rhinebeck and Connecticut.....	4,212 09	7,110 39	11,322 48
Rochester and State Line.....	531 83	379 17	911 00
Rome and Clinton.....	50,523 33	71,650 78	122,201 11
Rome, Watertown and Ogdensburg.....	228 85	218 18	447 03
Schoharie Valley.....	43 98	43 98	87 96
Silver Lake.....	245 58	115 35	360 93
Skaneateles.....	11,718 57	24,574 61	36,293 18
Southern Central.....	.....	124 85	124 85
Southfield Branch.....	.....	.....	.....
Staten Island.....	8,406 19	.....	8,406 19
Sterling Mountain.....	18,411 81	5,131 60	5,131 60
Syracuse, Binghamton and New York.....	6,189 47	70,840 10	80,251 91
Syracuse, Chenango and New York.....	.....	5,902 42	12,041 89
Syracuse, Geneva and Corting.....	13,337 07	1,447 69	1,447 69
Troy and Boston.....	7,573 96	32,063 17	50,390 34
Utica and Delaware.....	13,159 40	13,484 52	20,758 43
Utica and Black River.....	8,818 81	15,835 91	26,995 31
Utica, Chenango and Susquehanna Valley.....	1,418 24	5,047 93	13,865 74
Utica, Clinton and Binghamton.....	7,297 52	1,011 08	9,429 32
Utica, Ithaca and Elmira.....	2,886 34	5,700 90	12,998 43
Valley.....	1,884 20	13,545 90	16,152 24
Walkill Valley.....	.....	2,660 85	4,545 05
	\$2,460,812 25	\$6,823,773 45	\$9,283,581 70



TABLE G.  
COST OF OPERATING THE ROADS.

NAME OF ROAD.	(73)			(74)		
	Office expenses, stationery, etc. Allotted to			Agents and clerks. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$254 51	\$254 52	\$509 03	\$2,969 82	\$2,969 81	\$5,939 63
Albany and Susquehanna.....	4,072 87	4,211 65	8,284 52	10,010 78	28,651 90	38,662 68
Atlantic and Great Western.....	22,422 28	15,740 10	38,162 38	41,777 93	75,696 60	120,814 02
Bath and Hammond-Port.....	7 30	37 50	44 80	300 00	300 00	600 00
Boston and Albany.....	7,161 21	18,868 73	26,030 94	165,675 41	503,300 57	668,975 98
Brooklyn, Bath and Coney Island.....	2,257 73	9,217 73	11,475 46	<i>a</i>	<i>a</i>	<i>a</i>
Brooklyn, Flatbush and Coney Island.....	5,957 93	136 97	6,094 90	3,964 23	3,964 23	7,928 46
Buffalo Creek.....	.....	136 97	136 97	.....	1,962 33	1,962 33
Buffalo and Jamestown.....	157 58	301 56	459 14	1,304 23	1,304 23	2,608 46
Buffalo and Southwestern.....	1,370 77	1,799 71	3,170 48	4,321 05	6,242 51	11,563 56
Buffalo, New York and Philadelphia.....	311 52	334 36	645 88	2,500 83	26,732 25	33,733 40
Cayuga Southern.....	163 44	484 99	648 43	2,636 24	4,010 22	6,646 46
Cayuga and Susquehanna.....	262 36	521 53	783 89	1,809 22	1,809 22	3,618 44
Cazenovia.....	29 98	39 97	69 95	1,869 67	1,263 57	3,133 24
Cazenovia, Canastota and De Ruyter.....	802 18	2,457 34	3,259 52	1,138 67	3,663 37	4,792 04
Chemung.....	39 31	747 02	786 33	31 60	895 50	927 10
Clove Branch.....	11 75	11 75	23 50	918 25	318 25	1,236 50
Cooperstown and Susquehanna Valley.....	372 12	372 12	744 24	615 66	4,640 97	5,256 63
Corning, Covanesque and Androm.....	825 48	2,667 34	3,492 82	6,140 10	21,288 77	27,428 87
Dunkirk, Allegheny Valley and Pittsburgh.....	2,397 04	6,956 31	9,353 35	2,408 23	7,839 49	10,247 72
Elmira, Jefferson and Canandaigua.....	2,500 67	5,091 35	7,592 02	2,712 31	5,424 63	8,136 94
Elmira State Line.....	334 90	1,021 63	1,356 53	331 43	945 31	1,276 74
Elmira and Williamsport.....	89,539 40	202,801 88	292,341 28	192,421 51	453,361 72	645,782 23
Erie.....	325 30	326 30	651 60	3,367 41	3,121 48	6,488 89
Fonda, Johnstown and Gloversville.....	629 91	1,796 74	2,426 65	8,351 41	18,034 35	26,405 76
Geneva, Ithaca and Syracuse.....	48 70	97 30	146 00	410 25	820 55	1,230 80
Greene.....	187 79	187 79	375 58	697 71	697 71	1,395 42
Greenwich and Johnsonville.....	1,692 63	3,245 11	4,937 74	3,993 55	8,324 38	12,317 93
Harlem Extension.....	42,333 35	103,338 33	145,671 68	2,155 72	2,155 72	4,311 44
Lake Champlain and Moriah.....	8,221 81	8,221 34	16,443 15	467,892 90	1,145,439 59	1,613,332 49
Lake Shore and Michigan Southern.....	.....	.....	.....	41,700 33	41,700 33	83,400 66
Long Island.....	.....	.....	.....	.....	.....	.....
Marine.....	81 40	12 25	93 65	300 00	300 00	600 00
Middleburgh and Schoharie.....	12 25	12 25	24 50	577 17	577 17	1,154 35
Middletown and Crawford.....	77 82	58 21	136 03	<i>a</i>	<i>a</i>	<i>a</i>
Metropolitan Elevated.....	17,161 25	17,161 25	34,322 50	2,125 44	6,386 81	8,512 25
Newburgh, Dutchess and Connecticut.....	1,137 20	3,411 72	4,548 92	.....	.....	.....

New Jersey and New York.....	1,066 03	953 91	1,409 04	12,634 79	4,208 36	16,833 05
New York Central and Hudson River.....	18,946 25	42,860 74	61,845 03	318,870 06	708,653 26	1,027,522 37
New York, Lake Erie and Western.....	40,720 01	85,383 90	126,110 50	79,070 05	5,043 13	294,013 15
New York and Manhattan Beach.....	4,350 49	3,96 94	4,643 23	11,331 71	14,693 43	124,065 11
New York, New Haven and Hartford.....	27,170 11	9,851 97	37,031 08	60,113 85	71,693 68	134,804 23
Ogdensburg and Lake Champlain.....	7,213 41	10,820 11	18,033 92	15,949 86	43,801 80	39,924 05
Olean, Bradford and Lake Champlain.....	704 08	3,389 14	4,184 12	7,231 90	31,064 51	38,378 41
Ontario Southern.....	528 92	528 93	1,037 85	1,654 19	1,654 19	3,369 98
Oswego and Syracuse.....	550 77	501 51	1,052 31	1,248 50	1,248 50	1,972 74
Port Jervis and Monticello.....	507 04	760 58	1,267 62	3,065 84	5,408 70	9,011 03
Poughkeepsie, Hartford and Boston.....	200 00	369 28	1,567 02	5,000 00	700 00	12,002 39
Rensselaer and Saratoga.....	1,096 68	548 34	1,645 02	8,401 60	4,200 79	77,417 12
Rhinebeck and Connecticut.....	12,070 23	10,472 86	22,522 09	25,918 51	61,028 61	9,853 90
Rochester and State Line.....	90 08	1,195 86	1,286 94	168 38	2,693 61	11,269 19
Rome and Clinton.....	2,102 89	6,488 67	8,651 56	9,814 79	8,444 40	1,092 98
Rome, Watertown and Ogdensburg.....	58 50	58 50	117 18	826 42	826 43	73,537 96
Schoharie Valley.....	1,879 22	3,758 45	5,637 67	24,500 28	49,018 58	73,537 96
Skaneateles.....	.....	.....	.....	377 50	377 50	755 00
Southern Central.....	2,018 01	4,036 03	6,054 04	377 50	377 50	94,040 35
Southern Branch.....	.....	637 18	6,537 18	9,223 45	14,817 87	.....
Staten Island.....	603 60	.....	603 60	.....	.....	.....
Sterling Mountain.....	.....	2,469 00	2,469 00	.....	.....	.....
Syracuse, Binghamton and New York.....	961 90	2,662 01	1,923 91	10,650 54	10,650 55	21,301 09
Syracuse, Chenango and New York.....	791 30	769 28	1,560 48	2,415 94	2,415 94	4,831 88
Syracuse, Geneva and Corning.....	413 53	8,712 85	4,195 38	2,253 31	6,638 63	8,868 94
Troy and Boston.....	1,751 74	2,358 17	4,669 95	8,490 26	13,867 22	22,365 43
Utter and Delaware.....	1,473 13	2,914 26	4,416 42	2,431 78	4,863 56	7,295 34
Utica and Black River.....	529 85	737 24	1,258 09	6,687 01	9,465 16	16,152 19
Utica, Chenango and Susquehanna Valley.....	584 02	1,168 05	1,752 07	4,997 52	9,772 16	14,769 63
Utica, Clinton and Binghamton.....	156 53	1,156 24	312 47	2,203 80	2,203 81	4,407 61
Utica, Ithaca and Elmira.....	4,474 72	5,409 11	9,913 83	4,197 61	5,130 42	9,324 03
Valley.....	41 55	3,373 89	415 54	297 71	2,679 47	2,977 18
Walkhill Valley.....	1,578 72	2,383 11	3,946 83	1,555 08	2,392 62	3,887 70
Warwick Valley.....	636 96	636 91	1,273 81	1,106 50	1,106 50	2,213 00
	\$361,321 12	\$538,628 15	\$949,849 27	\$1,663,189 42	\$3,640,974 77	\$5,304,102 19

\* Includes train and station supplies.

a In preceding.



TABLE G—(Continued).

NAME OF ROAD.	(75)		(76)	
	Freight transportation.	Total.	Porters, watchmen, and switchtenders. Allocated to	Total.
Albion and Susquehanna.....	\$1,590 93	\$1,590 93	\$774 02	\$1,548 05
Albany and Great Western.....	9,763 82	9,763 82	5,383 92	17,351 22
Bath and Hammondsport.....	71,994 89	71,994 89	2,407 08	30,098 53
Boston and Albany.....	a	a	116,446 25	160,664 27
Brooklyn, Bath and Coney Island.....	.....	.....	.....	4,175 90
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	6,518 03
Brooklyn and Rockaway Beach.....	.....	.....	.....	63 00
Buffalo Creek.....	.....	.....	.....	3,068 33
Buffalo and Jamestown.....	1,320 81	1,320 81	123 06	311 30
Buffalo and Southwestern.....	3,578 61	3,578 61	695 06	1,362 00
Buffalo, New York and Philadelphia.....	5,148 29	5,148 29	3,239 56	12,938 21
Cayuga Southern.....	.....	.....	856 93	946 77
Cayuga and Susquehanna.....	2,420 94	2,420 94	131 96	263 92
Cazenovia, Canastota and De Ruyter.....	.....	.....	420 00	840 00
Chemung.....	1,688 86	1,688 86	1,790 03	4,931 73
Clove Branch.....	.....	.....	18 37	367 55
Dunkirk, Allegheny Valley and Pittsburgh.....	3,512 15	3,502 16	1,283 76	8,857 28
Elmira, Jefferson and Canandigua.....	440 75	3,231 08	2,671 62	8,401 00
Elmira State Line.....	1,225 93	540 00	5,166 92	1,050 00
Elmira and Williamsport.....	594,219 64	1,225 93	903 44	1,328 73
Erie.....	2,493 51	2,498 51	41,636 83	198,067 71
Fonda, Johnstown and Gloversville.....	.....	.....	.....	.....
Geneva, Ithaca and Sayre.....	310 90	310 90	224 19	1,120 96
Greene.....	2,024 12	2,024 12	190 62	391 87
Greenwich and Johnsonville.....	.....	.....	a	a
Harlem Extension.....	.....	.....	242 75	728 87
Lake Champlain and Moriah.....	.....	.....	1,061 04	1,061 04
Lake Shore and Michigan Southern.....	.....	.....	a	a
Long Island.....	84,490 42	81,490 42	35,741 14	71,482 28
Marine.....	.....	.....	.....	58 34
Middleburgh and Schoharie.....	325 00	325 00	.....	144 00
Middletown and Crawford.....	.....	.....	72 00	326 65
Metropolitan Elevated.....	.....	.....	178 33	35,649 74
	.....	.....	33,649 74	.....

## RAILROAD REPORT.

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Newburgh and New York.....	2,800 00	3,800 00	1,000 00	9,433 37	3,800 00
Newburgh and Hudson River.....	1,110,000 00	1,110,000 00	0 00	6,613 70	1,110,000 00
New Jersey Central and Hudson River.....	1,258,000 00	1,258,000 00	0 00	402,034 39	1,258,000 00
New York Central and Western.....	1,481 45	1,481 45	0 00	70,022 38	1,481 45
New York and Albany.....	9,000 00	9,000 00	0 00	10,170 53	9,000 00
New York and Manhattan Beach.....	0 00	0 00	0 00	78,847 97	0 00
New York and Monticello.....	9,000 00	9,000 00	0 00	78,100 47	9,000 00
New York and Oswego.....	7,903 47	7,903 47	0 00	2,423 80	7,903 47
New York and Oswego Midland.....	2,719 70	2,719 70	0 00	1,453 03	2,719 70
Ogdensburg and Lake Champlain.....	8,341 90	8,341 90	0 00	6,113 18	8,341 90
Ogdensburg and Lake Warren.....	430 00	430 00	0 00	116 70	430 00
Olean, Bradford and Warren.....	25,107 95	25,107 95	0 00	530 36	25,107 95
Ontario Southern.....	347 18	347 18	0 00	1,722 84	347 18
Oswego and Monticello.....	426 01	426 01	0 00	210 00	426 01
Port Jervis and Monticello.....	15,706 61	15,706 61	0 00	1,239 87	15,706 61
Poughkeepsie, Hartford and Boston.....	10 00	10 00	0 00	3,095 06	10 00
Rensselaer and Saratoga.....	81 77	81 77	0 00	685 08	81 77
Rhinebeck and Connecticut.....	9,531 55	9,531 55	0 00	11,055 95	9,531 55
Rhinebeck and State Line.....	12,108 05	12,108 05	0 00	74 40	12,108 05
Rochester and Clinton.....	311 00	311 00	0 00	240 00	311 00
Rome and Watertown and Ogdensburg.....	19,012 47	19,012 47	0 00	2,316 35	19,012 47
Schoharie Valley.....	1,284 30	1,284 30	0 00	3,325 00	1,284 30
Silver Lake.....	7,128 26	7,128 26	0 00	3,889 54	7,128 26
Skaneateles.....	3,730 68	3,730 68	0 00	630 20	3,730 68
Southern Central.....	1,136 05	1,136 05	0 00	2,813 55	1,136 05
Southfield Branch.....	1,136 05	1,136 05	0 00	3,731 56	1,136 05
Staten Island.....	559 51	559 51	0 00	1,350 42	559 51
Sterling Mountain.....	516 16	516 16	0 00	900 29	516 16
Syracuse, Binghamton and New York.....	2,073 07	2,073 07	0 00	2,540 97	2,073 07
Syracuse, Chenango and New York.....	600 00	600 00	0 00	3,135 02	600 00
Troy and Boston.....	12,108 05	12,108 05	0 00	4,703 52	12,108 05
Utica and Delaware.....	311 00	311 00	0 00	1,820 91	311 00
Utica and Black River.....	19,012 47	19,012 47	0 00	855 60	19,012 47
Utica, Chenango and Susquehanna Valley.....	1,284 30	1,284 30	0 00	1,133 31	1,284 30
Utica, Clinton and Binghamton.....	3,730 68	3,730 68	0 00	1,004 19	3,730 68
Utica, Ithaca and Elmira.....	1,136 05	1,136 05	0 00	81,010,737 65	1,136 05
Utica Valley.....	559 51	559 51	0 00	81,056,743 90	559 51
Walkkill Valley.....	516 16	516 16	0 00	81,010,737 65	516 16
Warwick Valley.....	2,073 07	2,073 07	0 00	81,056,743 90	2,073 07
Warwick Valley.....	600 00	600 00	0 00	81,056,743 90	600 00

a In preceding tables.

TABLE G — (Continued).

NAME OF ROAD.	(77)			(78)		
	Wood and water station attendance. Allotted to			Conductors, baggage and brakemen. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	153 00	153 00	306 00	1,292 71	1,292 72	2,585 43
Albany and Susquehanna.....	1,294 42	2,833 20	4,128 62	16,583 96	27,623 73	43,207 69
Atlantic and Great Western.....	3,283 56	10,644 47	13,928 03	66,471 20	245,292 96	311,764 16
Bath and Hammondsport.....	.....	.....	.....	102,447 00	273,446 50	375,893 50
Brooklyn, Bath and Coney Island.....	9,571 17	25,206 25	34,776 42	4,785 93	.....	4,785 93
Brooklyn, Flatbush and Coney Island.....	a 99 50	.....	a 99 50	3,657 59	.....	3,657 59
Brooklyn and Rockaway Beach.....	2,265 78	.....	2,265 78	1,611 42	.....	1,611 42
Buffalo and Jamestown.....	.....	.....	.....	1,104 44	1,689 50	2,793 94
Buffalo, New York and Philadelphia.....	.....	.....	.....	5,608 78	7,100 01	12,708 79
Cayuga Southern.....	871 83	2,614 00	3,485 83	6,964 19	20,862 56	27,826 75
Cayuga and Susquehanna.....	497 06	497 06	994 12	8,497 64	9,062 55	17,560 19
Chenango, Canastota and De Ruyter.....	.....	.....	.....	2,402 00	2,030 26	4,432 26
Chenango.....	106 43	505 29	677 72	480 00	480 00	960 00
Clove Branch.....	56	10 70	11 26	8,257 88	7,945 93	16,203 81
Coopersstown and Susquehanna Valley.....	.....	.....	.....	1,238 23	1,393 38	2,631 61
Cornell, Conanesque and Antrim.....	.....	.....	.....	65 15	652 50	717 65
Dunkirk, Allegany Valley and Pittsburgh.....	.....	.....	.....	2,472 33	22,251 00	24,723 33
Elmira, Jedderson and Canadawaga.....	555 45	1,666 37	2,221 82	8,242 49	23,075 23	31,317 71
Elmira and Williamsport.....	315 00	315 00	630 00	11,795 83	16,886 86	28,682 69
Elmira and Williamsport.....	87 16	81 49	168 65	1,027 80	1,367 01	2,394 81
Geneva, Johnson and Gloversville.....	9,590 47	28,771 31	38,361 78	202,423 23	571,732 90	774,156 13
Geneva, Ithaca and Sayre.....	.....	.....	.....	1,289 68	4,298 94	5,588 62
Geneva.....	44 87	60 12	133 99	10,386 28	46,717 65	57,103 93
Harlem Extension.....	.....	.....	.....	667 97	832 94	1,500 91
Lake Champlain and Moriah.....	a	a	a	1,134 04	2,378 09	3,512 13
Lake Shore and Michigan Southern.....	3,067 00	3,067 61	6,135 21	188,262 84	4,580 97	192,843 81
Long Island.....	.....	.....	.....	42,806 68	887,471 10	930,277 78
Mine.....	.....	.....	.....	217 84	42,806 08	43,023 92
Middletown and Schoharie.....	.....	.....	.....	200 00	.....	200 00
Middletown and Crawford.....	.....	.....	.....	825 67	.....	825 67
Newburgh, Dutchess and Connecticut.....	185 57	566 70	752 27	36,813 24	4,606 73	41,419 97
New Jersey and New York.....	383 78	127 93	511 71	1,516 95	6,213 67	7,730 62
New York Central and Hudson River.....	15,477 41	84,449 73	99,927 14	237,186 06	527,820 80	764,906 86
New York Elevated.....	.....	.....	.....	78,028 85	.....	78,028 85

## RAILROAD REPORT.

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New York, Lake Erie and Western.....	4,776 39	14,038 95	10,109 14	108,163 02	\$74,694 01	377,797 69
New York and Manhattan Beach.....	9,075 16	4,087 66	811 67	14,078 66	70,375 24	6,894 90
New York, New Haven and Hartford.....	1,967 15	2,904 22	14,009 97	13,953 61	30,030 78	290,654 20
New York and Oswego Midland.....	1,967 75	1,163 94	1,609 23	4,331 55	19,469 00	32,707 65
Ogdensburg and Lake Champlain.....	33 94	33 94	60 08	1,470 66	1,470 66	9,041 31
Olean, Bradford and Warren.....	40 90	69 40	147 60	811 43	1,823 69	1,478 00
Ontario and Syracuse.....	4,069 28	6,013 93	10,023 21	3,270 15	3,953 60	7,323 75
Port Jervis and Monticello.....	a	a	a	1,850 00	1,416 40	3,296 40
Poughkeepsie, Hartford and Boston.....	5,636 72	6,491 39	10,128 11	30,173 58	1,166 00	3,500 00
Rensselaer and Saratoga.....	30 03	393 97	423 00	943 41	36,021 77	66,193 35
Rhinebeck and Connecticut.....	128 43	388 24	514 66	2,141 89	8,233 95	3,457 96
Rochester and State Line.....	94 22	24 22	18 44	2,795 29	6,425 67	6,567 56
Rome and Clinton.....	943 33	1,886 68	2,830 01	10,069 76	916 84	1,712 13
Rome, Watertown and Ogdensburg.....	a	a	a	690 00	32,189 53	48,269 29
Schoharie Valley.....	30 00	30 00	60 00	366 14	690 00	1,380 00
Silver Lake.....	131 22	262 43	393 63	450 00	450 00	732 28
Skaneateles.....	a	a	a	7,995 26	15,769 71	900 00
Southern Central.....	a	a	a	a	a	23,704 97
Southern Branch.....	a	a	a	a	a	a
Staten Island.....	a	a	a	5,044 05	5,044 05	a
Sterling Mountain.....	1,603 02	1,603 02	3,206 04	6,965 65	8,151 54	16,177 19
Syracuse, Binghamton and New York.....	155 28	155 29	310 57	1,906 69	3,812 18	3,812 18
Syracuse, Chenango and New York.....	844 00	1,377 06	2,221 06	2,714 50	3,714 50	3,714 50
Syracuse, Geneva and Corning.....	96 66	193 34	290 00	5,206 59	8,494 96	13,701 55
Troy and Boston.....	635 98	1,071 98	1,697 96	2,330 05	4,660 10	6,990 15
Uister and Delaware.....	64 58	64 58	129 16	6,864 76	5,773 48	12,638 24
Utica and Black River.....	71 17	610 55	711 72	8,015 63	9,995 49	18,011 12
Utica, Chenango and Susquehanna Valley.....	104 22	156 34	260 56	2,120 77	2,444 94	4,565 71
Utica, Clinton and Binghamton.....	62 50	62 50	125 00	3,691 28	4,520 68	8,211 91
Utica, Ithaca and Elmira.....	a	a	a	1,496 94	7,962 98	8,883 93
Wallkill Valley.....	a	a	a	a	2,245 41	3,742 35
Warwick Valley.....	a	a	a	a	a	a
Warwick Valley.....	\$78,035 92	\$156,009 46	\$234,045 38	\$1,419,114 89	\$2,817,518 63	\$4,236,633 22

a In preceding.



TABLE G — (Continued).

NAME OF ROAD.	(77)			(78)		
	Wood and water station attendance. Allotted to			Conductors, baggage and brakemen. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	153 00	153 00	306 00	1,262 71	1,262 72	2,525 43
Albany and Susquehanna .....	1,284 63	2,882 20	4,166 83	15,583 98	27,622 63	43,206 61
Atlantic and Great Western .....	3,293 55	10,614 47	13,908 02	65,471 20	242,202 05	307,673 25
Bath and Hammondport.....	.....	.....	.....	625 00	5 25	1,050 00
Boston and Albany .....	9,571 17	25,205 25	34,776 42	102,447 00	273,446 50	374,893 50
Brooklyn, Bath and Coney Island .....	a	a	a	4,785 93	.....	4,785 93
Brooklyn, Flatbush and Coney Island .....	99 50	.....	99 50	3,657 59	.....	3,657 59
Brooklyn and Rockaway Beach .....	2,205 78	.....	2,205 78	611 42	.....	611 42
Buffalo and Jamestown .....	.....	.....	.....	1,104 44	.....	1,104 44
Buffalo and Southwestern .....	.....	.....	.....	5,508 78	.....	5,508 78
Buffalo, New York and Philadelphia .....	871 23	2,614 00	3,485 23	6,954 19	20,862 56	27,816 75
Cayuga and Susquehanna .....	497 06	497 06	994 12	3,497 64	9,052 55	12,550 19
Cazenovia, Canastota and De Ruyter .....	.....	.....	.....	2,402 00	2,030 25	4,432 25
Chemung .....	160 43	508 29	677 73	3,257 38	7,945 93	11,203 31
Glove Branch .....	56	10 70	11 26	65 15	1,238 23	1,303 38
Cooperstown and Susquehanna Valley .....	.....	.....	.....	622 50	.....	622 50
Corning, Covanesque and Antrim .....	.....	.....	.....	9,472 33	22,251 09	31,723 42
Dunkirk, Allegany Valley and Pittsburgh .....	.....	.....	.....	8,242 40	23,075 23	31,317 71
Elmira, Jefferson and Canandaigua .....	555 45	1,666 37	2,221 82	16,886 85	16,886 85	33,773 70
Elmira State Line .....	315 00	315 00	630 00	11,795 83	11,795 83	23,591 66
Elmira and Williamsport .....	27 16	81 49	108 65	1,027 80	1,267 01	2,294 81
Erie .....	9,590 47	28,771 31	38,361 78	296,423 23	571,782 90	774,156 13
Fonda, Johnstown and Gloversville .....	.....	.....	.....	3,009 26	1,989 68	4,998 94
Geneva, Ithaca and Sayre .....	.....	.....	.....	10,385 22	46,717 65	57,102 87
Greene .....	44 87	89 12	133 99	667 87	.....	667 87
Harlem Extension .....	.....	.....	.....	1,134 04	.....	1,134 04
Lake Champlain and Moriah .....	.....	.....	.....	.....	2,378 09	2,378 09
Lake Shore and Michigan Southern .....	.....	.....	.....	158,262 84	4,580 97	162,843 81
Long Island .....	a	a	a	387,471 10	.....	387,471 10
Marine .....	3,057 00	3,057 61	6,115 21	42,806 68	42,806 08	85,612 29
Middleburgh and Schoharie .....	.....	.....	.....	217 34	.....	217 34
Middletown and Crawford .....	.....	.....	.....	290 00	.....	290 00
Metropolitan Elevated .....	.....	.....	.....	825 67	.....	825 67
Newburgh, Dutchess and Connecticut .....	185 57	556 70	742 27	36,813 24	.....	36,813 24
New Jersey and New York .....	383 75	127 93	511 71	1,516 05	4,696 72	6,212 77
New York Central and Hudson River .....	15,477 41	34,419 73	49,897 14	9,240 14	3,080 05	12,320 19
New York Elevated .....	.....	.....	.....	227,136 00	527,820 30	754,956 30
.....	.....	.....	.....	79,028 85	.....	79,028 85



## RAILROAD REPORT.

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New York, Lake Erie and Western.....	4,776 89	14,998 90	10,187 67	132,103 92	\$74,604 61	\$77,707 00
New York and Albany.....	744 41	4,137 71	14,093 00	7,390 00	70,375 64	6,904 50
New York, Albany and Hartford.....	1,815 16	3,904 93	4,940 87	19,103 83	20,480 70	20,480 70
New York, Albany and Oswego.....	887 70	1,141 44	1,400 23	4,311 05	18,490 10	22,707 05
New York, Albany and Lake Champlain.....	593 04	1,141 44	1,400 23	4,311 05	18,490 10	22,707 05
Ontario, Bradford and Warren.....	40 50	6,013 98	10,023 31	8,970 15	1,622 153	9,494 39
Ontario Southern.....	4,000 28	6,013 98	10,023 31	8,970 15	1,622 153	9,494 39
Oswego and Syracuse.....	.....	.....	.....	1,850 00	1,446 40	3,298 40
Port Jervis and Monticello.....	.....	.....	.....	2,354 00	1,108 00	3,500 00
Poughkeepsie, Hartford and Boston.....	3,036 72	6,491 89	10,126 11	30,173 56	36,021 77	66,103 35
Rensselaer and Saratoga.....	30 03	306 97	429 00	943 41	2,233 96	8,477 56
Rhinebeck and Connecticut.....	126 42	396 24	514 60	2,141 89	6,435 67	8,507 66
Rochester and State Line.....	24 22	24 22	48 44	795 20	916 84	1,713 13
Rome and Clinton.....	943 33	1,886 68	2,880 01	16,030 76	32,199 53	48,298 29
Rome, Watertown and Ogdensburg.....	.....	.....	.....	600 00	600 00	1,380 00
Schoharie Valley.....	.....	.....	.....	886 14	860 14	732 98
Silver Lake.....	30 00	30 00	60 00	450 00	450 00	900 00
Skaneateles.....	131 23	263 43	393 65	7,985 26	15,709 71	23,704 97
Southern Central.....	.....	.....	.....	.....	.....	.....
Southfield Branch.....	.....	.....	.....	.....	.....	.....
Staten Island.....	.....	.....	.....	.....	.....	.....
Sterling Mountain.....	1,603 02	1,603 02	3,206 04	6,995 65	8,181 54	16,177 19
Syracuse, Binghamton and New York.....	.....	.....	.....	1,906 09	1,906 09	3,812 18
Syracuse, Chenango and New York.....	156 28	156 28	310 57	2,714 50	2,714 50	5,429 00
Syracuse, Geneva and Corning.....	844 00	1,377 06	2,221 06	6,208 59	8,494 96	13,701 55
Troy and Boston.....	96 68	193 34	290 00	2,330 05	4,660 10	6,990 15
Utica and Delaware.....	.....	.....	.....	6,864 76	5,773 43	12,638 24
Utica and Black River.....	636 98	1,071 93	1,607 96	8,016 63	9,996 49	18,011 12
Utica, Chenango and Susquehanna Valley.....	64 58	64 58	129 16	2,130 77	2,414 94	4,565 71
Utica, Clinton and Binghamton.....	.....	.....	.....	8,691 23	4,580 66	8,211 91
Utica, Ithaca and Elmira.....	71 17	610 55	711 73	3,920 93	7,962 98	8,883 93
Valley.....	104 22	156 34	260 56	1,496 94	2,245 41	3,742 35
Wallkill Valley.....	68 50	62 50	125 00	.....	.....	.....
Warwick Valley.....	.....	.....	.....	.....	.....	.....
	\$78,085 92	\$156,009 46	\$234,045 83	\$1,419,114 89	\$2,817,518 63	\$4,236,633 23

a In preceding.

TABLE G — (Continued).

NAME OF ROAD.	( 79 )			( 80 )		
	Engineers and firemen. Allotted to	Freight transportation.	Total.	Fuel, cost and labor of preparing for use.	Freight transportation.	Total.
<b>Adirondack</b>	\$968 45	\$968 45	\$1,936 90	\$1,919 19	\$1,919 20	\$3,838 39
Albany and Susquehanna.....	14,666 94	38,417 21	50,084 15	19,566 29	45,892 49	65,458 78
Atlantic and Great Western.....	57,711 49	169,884 68	227,596 17	50,112 01	162,296 53	212,408 54
Bath and Hammondsport.....	410 00	400 00	810 00	340 00	340 15	680 15
Boston and Albany.....	82,469 98	237,955 53	319,855 51	167,556 19	414,128 10	571,654 29
Brooklyn, Bath and Coney Island.....	a	.....	a	4,430 82	.....	4,430 82
Brooklyn, Flatbush and Coney Island.....	3,595 63	.....	3,595 63	5,920 78	.....	5,920 78
Brooklyn and Rockaway Beach.....	1,030 00	.....	1,030 00	.....	.....	.....
Buffalo Creek.....	.....	2,531 07	2,531 07	.....	3,595 24	3,595 24
Buffalo and Jamestown.....	1,147 41	1,755 21	2,902 62	2,690 22	4,069 41	6,759 63
Buffalo and Southwestern.....	5,746 20	7,405 00	13,152 20	7,689 86	9,911 11	17,600 97
Buffalo, New York and Philadelphia.....	10,121 76	30,365 38	40,487 14	9,290 33	27,871 00	37,161 33
Cayuga Southern.....	.....	.....	.....	3,349 13	5,521 25	8,870 38
Cayuga and Susquehanna.....	2,751 90	2,105 06	4,856 96	3,922 61	3,922 61	7,845 22
Cazenovia, Canastota and De Ruyter.....	943 00	943 00	1,886 00	1,111 28	1,111 28	2,222 56
Chemung.....	2,260 67	8,067 37	10,328 04	2,260 33	7,409 84	9,700 77
Cloze Branch.....	67 39	1,290 50	1,347 89	66 36	1,260 92	1,327 28
Cooperstown and Susquehanna Valley.....	833 75	833 75	1,667 50	892 15	892 14	1,784 29
Corning, Cowanesque and Antrim.....	3,343 51	30,491 66	33,835 17	2,531 65	22,784 89	25,316 54
Dunkirk, Allegheny Valley and Pittsburgh.....	6,063 00	18,791 71	24,854 71	6,596 45	23,838 10	30,434 55
Elmira, Jefferson and Canandaigua.....	4,521 36	16,134 75	20,656 11	4,900 05	15,738 33	20,638 38
Elmira State Line.....	9,868 47	9,868 46	19,736 93	7,110 63	7,110 63	14,220 66
Elmira and Williamsport.....	195 69	883 78	1,079 33	813 43	3,061 38	3,874 81
Erie.....	126,887 51	476,021 14	602,908 65	123,085 60	537,351 39	660,446 99
Fonda, Johnstown and Gloversville.....	3,200 35	2,133 57	5,333 92	4,678 75	3,105 83	7,784 58
Geneva, Ithaca and Sayre.....	a	a	a	6,480 00	25,920 60	32,400 00
Geneva.....	682 57	731 37	1,413 94	1,256 30	2,512 70	3,769 00
Greenwich and Johnstown.....	.....	a	a	865 84	866 84	1,732 68
Harlem Extension.....	1,045 42	2,091 84	3,137 26	2,301 34	4,692 68	6,804 02
Lake Champlain and Moriah.....	.....	5,130 34	5,130 34	.....	9,243 39	9,243 39
Lake Shore and Michigan Southern.....	180,188 09	444,598 45	624,786 54	293,694 48	690,280 47	925,080 95
Long Island.....	36,000 78	36,000 77	72,001 53	57,306 99	57,306 99	114,613 98
Marine.....	269 99	260 00	529 99	130 00	.....	130 00
Middleburgh and Schoharie.....	260 00	260 00	520 00	387 50	387 50	775 00
Middleburgh and Crawford.....	794 50	794 50	1,589 00	524 35	655 42	1,179 77
Metropolitan Elevated.....	a	.....	a	22,746 15	.....	22,746 15
Newburgh, Dutchess and Connecticut.....	2,151 55	3,395 69	4,546 64	2,530 61	7,951 98	10,492 69

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New Jersey and New York.....	11,041 97	3,661 69	14,700 66
New York Central and Hudson River.....	614,043 04	1,077,650 68	1,691,693 64
New York, Elmira, and Western.....	24,059 52	.....	24,059 52
New York, Lake Erie, and Western.....	51,264 41	.....	51,264 41
New York and Albany.....	200,414 05	694 97	201,108 02
New York and Harlem.....	72,715 40	.....	72,715 40
New York and Oswego Midland.....	145,430 81	31,277 45	176,708 26
New York, New Haven and Hartford.....	30,831 63	29,311 48	60,142 11
New York, Ontario and Lake Champlain.....	6,802 08	802 54	7,604 62
Ogdensburg and Lake Champlain.....	1,942 71	3,865 42	5,808 13
Olean, Bradford and Warren.....	1,942 71	.....	1,942 71
Ontario Southern.....	9,414 38	14,121 41	23,535 79
Oswego and Syracuse.....	500 00	573 23	1,073 23
Port Jervis and Monticello.....	6,271 04	3,137 01	9,408 05
Poughkeepsie, Hartford and Boston.....	103,792 47	.....	103,792 47
Rensselaer and Saratoga.....	36,454 63	8,518 47	44,973 10
Rhinebeck and Connecticut.....	641 20	14,311 65	14,952 85
Rochester and State Line.....	4,770 56	1,729 17	6,500 73
Rome and Clinton.....	1,729 17	83,842 31	85,571 48
Rome, Watertown and Ogdensburg.....	41,021 16	686 15	41,707 31
Schoharie Valley.....	606 15	467 71	1,073 86
Silver Lake.....	467 71	912 85	1,380 56
Skanateles.....	912 85	24,739 44	25,652 29
Southern Central.....	12,369 72	625 37	12,995 09
Southfield Branch.....	5,577 79	.....	5,577 79
Staten Island.....	1,261 70	.....	1,261 70
Sterling Mountain.....	22,119 97	22,119 97	44,239 94
Syracuse, Binghamton and New York.....	3,500 00	4,565 10	8,065 10
Syracuse, Chenango and New York.....	10,855 94	27,501 81	38,357 75
Troy and Boston.....	6,352 42	12,704 84	19,057 26
Utica and Delaware.....	6,352 42	9,035 62	15,419 14
Utica and Black River.....	15,075 70	30,151 40	45,227 10
Utica, Chenango and Susquehanna Valley.....	4,611 12	4,611 12	9,222 24
Utica, Clinton and Binghamton.....	11,165 93	5,689 97	16,855 90
Utica, Ithaca and Elmira.....	2,026 38	8,237 51	10,263 89
Valley.....	5,612 96	8,419 45	14,032 41
Wallkill Valley.....	.....	.....	.....
<b>Total.....</b>	<b>\$1,910,708 92</b>	<b>\$4,214,617 32</b>	<b>\$6,125,326 24</b>

TABLE G—(Continued).

NAME OF ROAD.	(81)			(82 and 83)		
	Oil and waste for engines and tenders Allotted to			Oil and waste for cars. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Albion and Albany.....	\$482 27	\$485 28	\$970 55	a	a	a
Albion and Susquehanna.....	2,439 07	3,036 76	5,475 83	\$3,041 93		\$3,041 93
Atlantic and Great Western.....	8,639 04	22,268 00	30,897 04	a	a	a
Bath and Hammond.....	50 00	25 00	75 00	25 00	27 00	52 00
Boston and Albany.....	8,210 31	21,555 43	29,765 74	8,210 31	21,555 44	29,765 75
Brooklyn, Bath and Coney Island.....	1,183 53		1,183 53	a	a	a
Brooklyn, Flatbush and Coney Island.....	562 83		562 83	221 78		221 78
Brooklyn and Rockaway Beach.....	140 00		140 00	34 00	12 00	46 00
Buffalo Creek.....		287 77	287 77			
Buffalo and Jamestown.....	386 63	438 53	725 21			
Buffalo and Southwestern.....	1,111 49	1,432 54	2,544 03			
Buffalo, New York and Philadelphia.....	1,285 45	3,827 84	5,113 29	a	a	a
Cayuga and Susquehanna.....	276 12	291 56	567 68	67 22	42 50	109 72
Cazenovia, Canastota and De Ruyter.....	109 05	109 69	219 30	a	a	a
Chemung.....	301 22	840 55	1,141 77	152 29	405 05	618 34
Grove Branch.....	7 50	143 38	150 88	a	a	a
Cooperstown and Susquehanna Valley.....	90 57	490 58	581 15	a	a	a
Corning, Cowanesque and Antwerp.....	87 66	788 04	875 60	230 25	1,275 35	1,505 60
Dunkirk, Allegany Valley and Pittsburgh.....	811 17	2,450 80	3,261 97	517 78	618 34	1,136 12
Elmira, Jefferson and Canandaigua.....	604 08	1,680 18	2,284 26	303 71	931 02	1,234 73
Elmira State Line.....	1,549 32	1,549 92	3,099 84	283 26	1,616 19	1,899 45
Elmira and Williamsport.....	91 56	315 44	407 00	59 74	180 28	240 02
Erie.....	10,693 07	38,672 05	49,365 12	12,930 70	41,670 58	54,601 28
Fonda, Johnstown and Gloversville.....	926 32	1,264 52	2,189 84	a	a	a
Geneva, Ithaca and Sayre.....	64 08	3,703 36	4,631 58	40 78	30 27	71 05
Greene.....	70 15	70 15	140 31	10 10	5 60	15 70
Greenwich and Johnsonville.....	189 33	373 48	562 81			
Harlem Extension.....		373 48	373 48			
Lake Champlain and Moriah.....	31,287 00	856 62	32,143 62		348 95	348 95
Lake Shore and Michigan Southern.....	8,475 15	76,559 25	85,034 40	a	a	a
Long Island.....	87 50	8,315 15	8,402 65	a	a	a
Middleburgh and Schoharie.....	60 92	60 92	121 84		10 00	10 00
Middletown and Crawford.....						
Metropolitan Elevated.....	1,614 81	502 00	2,116 81	a	a	a
Newburgh, Dutchess and Connecticut.....	328 31		328 31	31 20	203 57	234 77
New Jersey and New York.....	1,363 37	454 45	1,817 82	740 34	250 75	991 09

## RAILROAD REPORT.

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	1904, 1905, 1906, 1907	1904, 1905, 1906, 1907	1904, 1905, 1906, 1907	1904, 1905, 1906, 1907	1904, 1905, 1906, 1907	1904, 1905, 1906, 1907
New York Central and Hudson River.....	94,976 35	909,043 07	304,110 25	a	a	a
New York, Erie and Western.....	4,016 57	17,400 51	22,702 31	a	a	a
New York, Lake Erie and Western.....	32,553 71	11,276 50	401 11	6,194 03	16,640 25	20,021 74
New York and Manhattan Railroad.....	434 74	1,190 77	33,830 41	a	34 16	a
New York and Otago Midland.....	640 25	1,000 02	1,000 02	1,237 08	a	a
New York and Otago Champlain.....	119 50	2,230 20	2,230 20	1,046 55	1,841 44	3,060 07
Ogdensburg and Lake Champlain.....	173 98	347 97	239 00	a	1,734 58	2,410 54
Ogdensburg and Warren.....	624 16	936 31	931 95	119 21	120 00	a
Ogdensburg and Syracuse.....	50 00	100 00	1,560 47	a	a	a
Port Jervis and Monticello.....	100 00	100 00	110 31	279 23	372 50	651 79
Poughkeepsie, Hartford and Boston.....	4,195 83	4,127 59	200 00	80 10	45 50	125 60
Rensselaer and Saratoga.....	73 25	973 30	8,623 22	200 00	202 70	402 70
Rhinebeck and Connecticut.....	700 34	2,102 00	1,046 55	1,513 40	2,502 08	4,105 43
Rochester and State Lane.....	53 43	51 96	2,801 34	a	a	a
Rome and Clinton.....	4,235 03	8,472 06	105 39	25 31	11 87	37 18
Rome, Watertown and Ogdensburg.....	23 10	23 10	12,708 09	a	a	a
Schoharie Valley.....	71 74	54 47	46 20	a	a	a
Silver Lake.....	1,564 01	71 74	108 94	a	a	a
Southern Central.....	1,564 01	3,128 02	143 48	100 00	a	100 00
Southern Branch.....	1,580 95	99 22	4,692 03	a	a	a
Sterling Mountain.....	1,493 97	853 33	1,580 95	a	a	a
Syracuse, Binghamton and New York.....	1,230 00	1,638 05	3,001 02	706 85	741 21	1,448 08
Thruway, Binghamton and New York.....	1,107 94	1,211 81	2,431 81	215 94	215 94	2,431 81
Utica and Black River.....	1,708 35	1,412 59	2,115 02	1,237 02	1,431 49	2,688 51
Utica, Chenango and Susquehanna Valley.....	768 94	2,341 22	3,825 81	a	a	a
Utica, Clinton and Binghamton.....	1,443 48	1,338 18	1,507 12	489 43	363 16	852 59
Utica, Ithaca and Elmira.....	1,264 43	1,338 18	1,891 02	67 49	31 96	99 45
Valley.....	1,413 02	850 11	1,695 61	154 04	474 15	632 19
Wallkill Valley.....	562 40	753 61	1,695 76	237 03	2,267 39	2,495 12
	\$233,971 15	\$465,115 43	\$599,086 03	\$38,205 84	\$103,673 23	\$141,879 06

a In preceding.



TABLE G—(Continued).

NAME OF ROAD.	(84)			(85)		
	Passenger transportation.	Freight transportation.	Total.	Damages for injuries to persons.	Freight transportation.	Total.
Adirondack .....	\$77 78	\$77 79	\$155 57	.....	.....	.....
Albany and Susquehanna.....	13 83	85 10	85 10	\$1,774 26	\$365 00	\$2,139 26
Atlantic and Great Western .....	22 00	5,977 26	5,999 26	1,203 68	3,890 17	5,093 85
Boston and Albany .....	.....	15,932 38	15,932 38	36,527 61	.....	36,527 61
Brooklyn, Bath and Coney Island.....	.....	.....	.....	50 00	50 00	50 00
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	2,060 99	.....	2,060 99
Buffalo Creek .....	.....	.....	.....	.....	325 00	325 00
Buffalo and Jamestown.....	16 13	24 65	40 77	.....	.....	.....
Buffalo and Southwestern .....	86 06	110 91	196 97	.....	.....	.....
Buffalo, New York and Philadelphia.....	123 63	371 00	494 63	7 50	22 50	30 00
Cayuga and Susquehanna.....	24 32	34 33	48 65	.....	.....	.....
Chemung .....	.....	146 87	146 87	18 50	.....	18 50
Grove Branch.....	.....	2 20	2 20	.....	.....	.....
Coopers town and Susquehanna Valley.....	52 29	62 30	104 59	.....	.....	.....
Corning, Cowanesque and Antrim.....	43 90	.....	43 90	.....	30 00	30 00
Dunkirk, Allegheny Valley and Pittsburgh .....	.....	954 92	954 92	.....	49 00	863 50
Elmira, Jefferson and Canandaigua .....	.....	240 81	240 81	814 50	.....	.....
Elmira and Williamsport .....	.....	68 72	68 72	.....	.....	.....
Erie.....	154 70	22,855 95	23,010 65	2,873 28	5,259 04	8,122 32
Fonda, Johnstown and Gloversville.....	1,585 35	50 25	1,635 50	.....	.....	.....
Geneva, Ithaca and Sayre .....	8 72	17 44	26 16	.....	.....	.....
Greene.....	.....	15 00	15 00	.....	.....	.....
Harlem Extension .....	.....	.....	.....	29 64	118 56	148 20
Lake Champlain and Moriah .....	.....	.....	.....	.....	570 29	564 99
Lake Shore and Michigan Southern .....	8,565 76	20,972 74	29,538 50	9,663 78	29 50	29 50
Long Island .....	138 48	316 96	455 44	1,896 71	23,071 68	33,340 40
Middletown and Crawford.....	.....	11 25	11 25	.....	1,896 72	3,673 43
Metropolitan Elevated.....	.....	.....	.....	1,473 33	.....	1,473 33
Newburgh, Dutchess and Connecticut.....	.....	20 46	20 46	.....	.....	.....
New Jersey and New York .....	16 22	5 40	21 62	.....	10 13	40 50
New York Central and Hudson River .....	748 90	68,517 82	67,996 72	37,837 01	12,629 01	50,516 02
New York Elevated.....	.....	.....	.....	2,331 59	.....	2,331 59
New York, Lake Erie and Western .....	30 00	2,494 43	2,524 43	.....	556 58	656 15
New York and Manhattan Beach.....	.....	.....	.....	211 59	19 21	230 50
New York, New Haven and Hartford.....	.....	1,790 23	1,790 23	4,182 41	.....	4,182 41
New York and Oswego Midland.....	.....	1,054 48	1,054 48	302 33	.....	302 33
Ogdensburg and Lake Champlain.....	26 62	113 49	140 11	.....	.....	.....
Olean, Bradford and Warren.....	40 42	40 43	80 85	65 22	65 22	130 44

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Chicago and Avenue	50 40	70 00	1 25 00	6,521 00
Port Jervis and Monticello	10 00	10 00	10 00	50 50
Port Jervis and Monticello	10 00	10 00	10 00	50 50
Port Jervis and Monticello	10 00	10 00	10 00	50 50
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Port Jervis and Monticello	10 00	10 00	10 00	50 50
Port Jervis and Monticello	10 00	10 00	10 00	50 50
Port Jervis and Monticello	10 00	10 00	10 00	50 50
Port Jervis and Monticello	10 00	10 00	10 00	50

**a In preceding.**

TABLE G—(Continued).

NAME OF ROAD.	(86)			(87)		
	Damages to property and for cattle killed. Allotted to			General superintendence. Allotted to		
	Passenger transportation.	Freight transportation.	Total.	Passenger transportation.	Freight transportation.	Total.
Adirondack.....	\$332 40	\$1,315 31	\$1,747 71	\$1,000 00	\$1,000 00	\$2,000 00
Albany and Susquehanna.....	371 87	1,201 84	1,573 71	1,661 75	2,120 24	3,781 99
Atlantic and Great Western.....				29,743 47	79,243 52	108,986 99
Bath and Hammondport.....				300 00	300 00	600 00
Boston and Albany.....	660 69	1,713 56	2,374 25	19,260 40	50,721 44	69,981 84
Brooklyn, Bath and Coney Island.....				1,515 00		1,515 00
Brooklyn, Flatbush and Coney Island.....				759 99		759 99
Buffalo Creek.....		108 00	108 00		2,100 00	2,100 00
Buffalo and Jamestown.....	47 44	72 56	120 00	863 73	1,331 27	2,195 00
Buffalo and Southwestern.....	8 74	11 26	20 00	2,511 21	3,236 63	5,747 87
Buffalo, New York and Philadelphia.....	128 05	384 15	512 20	634 17	1,962 51	2,616 68
Cayuga Southern.....	16 97	28 03	45 00			
Cayuga and Susquehanna.....				1,575 00	1,575 00	3,150 00
Cazenovia, Canastota and De Ruyter.....				333 33	333 33	666 66
Chemung.....				269 07	514 25	783 32
Glove Branch.....		17 50	35 00	70 00	3,450 00	3,520 00
Coopers town and Susquehanna Valley.....	17 50			450 00	4,000 00	4,450 00
Corning, Cowanesque and Antrim.....				2,420 33	4,839 67	7,259 00
Dunkirk, Allegheny Valley and Pittsburgh.....		909 95	909 95	7,446 76	1,107 12	8,553 88
Elmira, Jefferson and Canandaigua.....				7,497 07	7,497 07	14,994 14
Elmira State Line.....				74 39	233 16	307 55
Elmira and Williamsport.....	811 18	2,748 50	3,559 68	28,318 81	84,356 43	112,675 24
Erie.....	a	a	a	2,000 00	2,000 00	4,000 00
Fonda, Johnstown and Gloversville.....				512 59	2,050 34	2,562 93
Geneva, Ithaca and Sayre.....				48 03	96 08	144 11
Greene.....	12 70	25 38	38 08	421 25	421 25	842 50
Greenwich and Johnsonville.....	13 75	13 75	27 50	564 63	739 06	1,303 59
Harlem Extension.....		633 65	633 65		1,631 72	1,631 72
Lake Champlain and Moriah.....		77 41	77 41			
Lake Shore and Michigan Southern.....	2,889 19	7,073 55	9,962 74	64,579 41	168,108 21	222,687 62
Long Island.....	437 77	437 78	875 55			
Metropolitan Elevated.....				800 00		800 00
Newburgh, Dutchess and Connecticut.....				1,937 04	5,811 26	7,748 30
New Jersey and New York.....				1,800 00	000 00	1,800 00
New York Central and Hudson River.....	7,673 46	17,079 64	24,753 10	42,477 61	94,546 97	137,024 58
New York Elevated.....				4,822 07		4,822 07
New York, Lake Erie and Western.....	91 88	356 13	448 00	6,690 84	20,072 50	26,763 34

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New York and Manhattan Beach.....	130 00	2,710 00	140 75	5,504 48	500 41	6,001 90
New York and New Haven Hartford.....	18 16	267 34	2,710 50	12,800 00	7,050 00	22,850 00
New York and Oswego Midland.....	67 50	267 34	268 50	2,330 00	11,004 80	14,334 80
Newburgh and Lake Champlain.....	21 12	47 50	135 00	3,367 47	9,110 02	11,477 49
Ogdensburg and Warren.....	75 00	43 20	63 83	1,793 60	207 44	11,365 00
Ontario Southern.....	403 00	122 69	107 58	999 95	3,587 21	5,380 81
Ontario and Syracuse.....	108 31	.....	406 00	690 00	1,500 01	2,409 97
Port Jervis and Monticello.....	1,718 30	34 16	162 50	2,000 00	1,000 00	3,000 00
Poughkeepsie, Hartford.....	4 72	401 00	2,182 30	2,083 48	2,409 80	5,103 28
Rensselaer and Saratoga.....	268 12	774 38	67 50	133 00	1,766 96	1,869 96
Rhinebeck and State Line.....	.....	25 00	1,032 50	600 00	1,800 00	2,400 00
Rochester and Clinton.....	609 43	1,338 87	2,008 30	72 00	72 00	144 00
Rome, Watertown and Ogdensburg.....	70 00	83 50	163 50	1,500 00	3,000 00	4,500 00
Skaneateles.....	271 78	.....	271 78	1,500 00	750 00	1,500 00
Southern Central.....	.....	.....	.....	3,000 00	3,000 00	4,500 00
Staten Island.....	.....	.....	.....	708 74	708 74	1,087 48
Sterling Mountain.....	.....	65 00	65 00	337 48	2,812 46	3,749 94
Syracuse, Binghamton and New York.....	59 00	83 00	194 00	800 00	1,200 00	2,000 00
Syracuse, Chenango and New York.....	.....	.....	.....	625 00	1,875 00	2,500 00
Syracuse, Geneva and Corning.....	.....	.....	.....	1,519 99	2,479 97	3,999 96
Troy and Boston.....	167 19	273 79	439 98	600 00	1,200 00	1,800 00
Ulster and Delaware.....	141 86	283 74	425 60	1,656 00	2,344 00	4,000 00
Utica and Black River.....	336 21	504 19	809 40	1,576 45	1,182 93	1,729 39
Utica, Chenango and Susquehanna Valley.....	238 50	228 50	457 00	192 00	192 00	384 00
Utica, Clinton and Binghamton.....	33 40	33 51	66 91	3,399 09	4,154 45	7,553 54
Utica, Ithaca and Elmira.....	46 80	57 20	104 00	181 20	181 20	362 40
Valley.....	16 12	16 13	32 25	390 00	540 00	900 00
Wallkill Valley.....	121 00	182 00	303 00	500 00	500 00	1,000 00
Warwick Valley.....	15 50	15 50	31 00	.....	.....	.....
<b>Total.....</b>	<b>\$18,784 09</b>	<b>\$41,884 85</b>	<b>\$60,668 91</b>	<b>\$281,945 98</b>	<b>\$604,589 21</b>	<b>\$986,538 19</b>

a In preceding.







## RAILROAD REPORT.

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New Jersey and New York.....	16, 100 34	5, 370 74	31, 518 08	69, 937 10	30, 391 35	192, 068 54
New York Central and Hudson River.....	175, 198 10	2, 879, 130 76	8, 030, 250 86	9, 065, 000 11	8, 240, 281 64	10, 325, 001 03
New York Elevator and Western.....	48, 243 13	.....	20, 358 86	206, 018 13	.....	2, 019, 208 13
New York, Lake Erie and Western.....	86, 060 00	147, 814 04	186, 057 23	441, 309 35	1, 678, 000 00	2, 019, 208 13
New York and Albany.....	108, 838 18	7, 825 73	184, 891 73	137, 024 75	14, 000 00	1, 381, 871 02
New York and Albany Midland.....	3, 915 45	80, 356 24	186, 114 42	811, 702 26	660, 068 76	206, 018 13
New York and Lake Champlain.....	.....	31, 458 20	24, 489 33	104, 022 81	163, 816 57	174, 790 18
Ogdensburg and Lake Champlain.....	.....	16, 092 30	20, 007 05	32, 000 35	142, 730 83	174, 790 18
Olean, Bradford and Warren.....	.....	518 31	1, 006 42	7, 399 31	10, 119 80	17, 619 17
Ontario Southern.....	865 51	1, 157 09	2, 065 61	7, 456 58	14, 973 26	22, 459 84
Oswego and Syracuse.....	11, 522 40	17, 283 61	28, 806 01	40, 335 67	67, 947 66	108, 343 83
Port Jervis and Monticello.....	1, 000 00	1, 878 03	2, 878 03	6, 568 10	12, 317 08	13, 985 18
Poughkeepsie, Hartford and Boston.....	2, 597 16	1, 293 03	3, 895 74	93, 243 82	334, 541 85	38, 025 40
Rensselaer and Saratoga.....	30, 330 21	31, 518 82	62, 349 03	231, 757 91	50, 737 74	575, 132 76
Rhinbeck and Connecticut.....	77 18	5, 974 57	5, 331 75	17, 754 16	81, 381 61	12, 674 00
Rochester and State Line.....	704 56	14, 008 36	13, 492 82	17, 929 71	66, 451 92	90, 737 74
Rome and Clinton.....	291 86	2, 351 97	2, 846 83	4, 867 03	7, 891 47	12, 674 00
Rome, Watertown and Ogdensburg.....	11, 715 91	29, 386 45	41, 102 36	100, 481 74	232, 623 77	413, 105 61
Schoharie Valley.....	236 20	236 20	472 40	1, 583 79	1, 583 79	3, 673 88
Silver Lake.....	208 51	208 51	417 03	1, 771 91	1, 771 91	3, 673 88
Standees.....	208 52	1, 403 97	2, 807 94	5, 256 06	5, 168 06	10, 434 11
Southern Central.....	1, 403 97	36, 740 36	89, 368 08	46, 951 91	125, 401 22	175, 863 13
Southern Branch.....	.....	.....	.....	.....	1, 261 77	1, 261 77
Station Island.....	3, 697 46	.....	3, 697 46	24, 260 65	.....	24, 260 65
Sterling Mountain.....	.....	40, 853 66	47, 548 23	67, 068 33	5, 711 51	6, 711 51
Syracuse, Binghamton and New York.....	6, 634 57	1, 300 00	2, 620 95	13, 916 07	117, 716 87	185, 675 20
Syracuse, Chenango and New York.....	1, 320 95	66, 033 84	73, 456 57	13, 522 35	16, 207 66	30, 123 73
Syracuse, Geneva and Corning.....	9, 392 83	16, 908 82	37, 272 29	57, 122 88	78, 443 61	93, 953 96
Troy and Boston.....	10, 353 47	8, 335 99	10, 856 61	18, 856 86	111, 646 13	166, 760 01
Utica and Delaware.....	2, 920 68	10, 840 23	20, 723 68	41, 750 03	42, 583 77	61, 440 63
Utica and Black River.....	9, 853 44	50, 861 93	53, 950 35	53, 760 40	85, 090 99	99, 340 63
Utica, Chenango and Susquehanna Valley.....	5, 085 40	6, 795 77	7, 391 53	121, 447 52	177, 207 63	177, 207 63
Utica, Clinton and Binghamton.....	755 76	13, 624 97	17, 548 06	13, 010 54	20, 758 12	33, 778 96
Utica, Ithaca and Elmira.....	3, 923 03	4, 653 52	5, 953 32	87, 167 56	46, 731 18	83, 968 74
Valley.....	1, 300 50	3, 561 70	5, 846 12	7, 102 30	37, 062 09	41, 164 80
Wallkill Valley.....	2, 374 42	3, 561 70	5, 846 12	13, 202 52	25, 038 43	40, 240 94
Warwick Valley.....	6, 446 25	6, 446 25	12, 892 50	8, 707 65	9, 367 66	18, 135 31
	\$1, 106, 193 98	\$5, 038, 983 85	\$6, 145, 089 85	\$9, 067, 390 92	\$24, 060, 337 36	\$33, 178, 228 28

TABLE H.  
EARNINGS.

NAME OF ROAD.	(91) From passenger business.	(92) From freight business.	(93) From other sources.	Total.	Receipts.
Adirondack.....	\$24,707 16	\$37,573 45	\$6,454 67	\$68,735 18	\$68,735 18
Albany and Susquehanna.....	380,437 24	811,379 73	4,186 37	1,195,003 34	1,195,003 34
Atlantic and Great Western.....	853,541 15	2,638,189 37	167,259 86	3,648,990 38	3,648,990 38
Bath and Hammondsport.....	4,463 65	6,318 96	11,222 01	11,222 01	11,222 01
Boston and Albany.....	2,537,593 51	8,734,130 83	361,465 67	6,633,533 41	6,633,533 41
Brooklyn, Bath and Coney Island.....	49,740 21	815 44	1,961 85	52,523 50	52,523 50
Brooklyn, Flatbush and Coney Island.....	123,623 73	146 99	12,775 68	135,546 40	135,546 40
Brooklyn and Rockaway Beach.....	15,413 98	.....	12,775 68	28,189 66	28,189 66
Buffalo, Corry and Pittsburgh.....	26,323 40	89,251 71	6,687 70	122,262 81	122,262 81
Buffalo, Corry and Pittsburgh.....	.....	.....	4,065 01	4,065 01	4,065 01
Buffalo and Jamestown.....	23,892 12	51,375 38	318 16	75,585 66	75,585 66
Buffalo and Southwestern.....	85,259 84	34,871 13	2,923 90	123,054 87	123,054 87
Buffalo, New York and Philadelphia.....	134,313 17	121,815 43	11,534 67	267,663 27	267,663 27
Cayuga Southern.....	16,417 26	704,156 63	28,338 84	881,868 59	881,868 59
Cayuga and Susquehanna.....	16,130 47	37,143 40	3,040 35	56,314 22	56,314 22
Cazenovia, Canastota and De Ruyter.....	7,530 21	30,136 63	4,708 87	42,375 71	42,375 71
Chemung.....	46,407 17	7,359 03	843 66	54,569 86	54,569 86
Clove Branch.....	262 12	108,091 99	6,035 51	114,389 62	114,389 62
Cooperstown and Susquehanna Valley.....	16,515 93	18,781 09	841 09	36,138 11	36,138 11
Corning, Cowanesque and Antirum.....	31,256 45	16,692 12	1,993 16	49,941 73	49,941 73
Dunkirk, Allegany Valley and Pittsburgh.....	63,696 73	226,204 57	108,438 80	398,339 83	398,339 83
Elmira, Jefferson and Canandaigua.....	61,901 42	237,097 63	32,084 83	331,073 88	331,073 88
Elmira State Line.....	30,771 04	220,257 80	12,423 75	263,452 59	263,452 59
Elmira and Williamsport.....	12,504 60	242,289 39	43,512 66	318,306 65	318,306 65
Elmira and Williamsport.....	.....	42,375 94	2,692 22	45,067 86	45,067 86
Elmira and Williamsport.....	1,900,946 50	8,067,075 41	465,175 95	10,433,197 86	10,433,197 86
Fonda, Johnstown and Gloversville.....	39,323 05	47,063 37	14,761 54	101,147 96	101,147 96
Geneva, Ithaca and Sayre.....	48,102 21	209,109 55	7,784 00	264,995 76	264,995 76
Geneva.....	10,289 43	22,165 47	3,257 20	35,712 15	35,712 15
Greenwich and Johnstown.....	11,205 18	14,210 29	1,594 12	27,009 59	27,009 59
Harlem Extension.....	11,122 99	43,975 41	3,424 50	58,523 02	58,523 02
Lake Champlain and Moriah.....	221 01	130,553 89	49 14	130,824 04	130,824 04
Lake Shore and Michigan Southern.....	3,130,325 75	9,659,025 09	877,820 64	13,667,171 47	13,667,171 47
Long Island.....	1,024,796 09	427,268 37	87,250 01	1,539,314 37	1,539,314 37
Marino.....	2,953 70	.....	.....	2,953 70	2,953 70
Middleburgh and Schoharie.....	3,472 93	472 92	7,281 10	7,281 10	7,281 10
Middletown and Choward.....	4,170 39	18,810 34	23,756 22	23,756 22	23,756 22
Metropolitan Elevated.....	348,787 85	2,474 97	351,272 82	351,272 82	351,272 82
Newburgh, Dutchess and Connecticut.....	18,094 43	20,787 96	135,823 13	135,823 13	135,823 13
New Jersey and New York.....	108,706 30	47,408 23	6,172 53	161,337 15	161,337 15

New York and Canada and Hudson River.....	127,823 24	315,325 71	866 57	401,065 54	518,738 63
New York Central..... Western.....	6,022,022 65	10,045,220 71	3,841,719 82	29,010,035 18	28,910,555 18
New York Electric Ry. and N. Y. C. ....	1,176,076 26	3,827,414 31	10,101 30	429,068 35	429,068 35
New York and Manhattan and Hartford.....	2,291,642 47	16,780 43	20,824 30	6,292,171 10	6,292,171 10
New York and Albany and Hartford.....	2,241,171 92	1,306,778 08	392,032 65	3,852,982 45	3,852,982 45
New York and Oswego Midland.....	122,299 38	371,860 36	55,570 68	660,030 46	569,020 40
New York and Lake Champlain.....	98,250 71	353,060 69	90,740 92	542,069 65	542,069 65
Ogdensburg and Lake Champlain.....	21,308 70	24,330 96	3,319 66	48,908 02	48,908 02
Olean, Bradford and Warren.....	9,278 03	19,058 38	2,433 15	30,780 56	30,780 56
Ontario Southern.....	81,000 32	172,561 45	31,612 47	288,183 34	370,314 35
Oswego and Syracuse.....	11,122 60	14,036 25	2,305 46	27,054 31	27,054 31
Port Jervis and Monticello.....	23,952 15	19,950 98	12,384 53	56,206 66	56,206 66
Poughkeepsie, Hartford and Boston.....	618,228 87	709,808 30	41,896 70	1,429,913 87	1,461,692 65
Rensselaer and Saratoga.....	4,876 13	44,811 82	6,293 24	55,931 19	55,931 19
Rhinebeck and Connecticut.....	49,111 97	154,357 42	11,035 16	214,444 55	186,352 81
Rochester and State Line.....	6,305 69	9,880 41	1,916 54	18,192 74	47,390 83
Rome and Clinton.....	443,388 40	656,043 13	114,321 88	1,213,786 38	1,293,263 22
Rome, Watertown and Ogdensburg.....	4,781 21	7,759 46	1,494 68	11,018 35	14,018 35
Schoharie Valley.....	2,658 21	5,391 40	1,593 81	9,343 42	9,343 42
Silver Lake.....	6,414 75	8,714 95	1,760 07	15,939 78	15,939 78
Skaneateles.....	78,860 16	338,120 12	47,668 35	462,946 64	462,946 64
Southern Central.....	67,329 35	2,393 14	179,000 77	955,075 16	955,075 16
Southern Branch.....	182,245 27	91,317 30	51,917 35	303,041 71	303,041 71
Staten Island.....	182,245 27	410,325 20	51,917 35	603,540 91	603,540 91
Sterling Mountain.....	88,570 46	37,865 06	6,044 49	90,580 91	90,580 91
Syracuse, Binghamton and New York.....	28,186 97	187,869 70	2,473 21	918,021 07	918,021 07
Syracuse, Chenango and New York.....	171,400 33	363,869 73	21,573 68	560,313 74	560,313 74
Syracuse, Geneva and Corning.....	189,468 86	102,613 02	14,717 75	168,151 63	168,151 63
Troy and Boston.....	189,468 86	218,613 02	40,339 16	472,116 23	472,116 23
Utica and Delaware.....	184,791 11	268,768 96	17,800 16	471,383 25	471,383 25
Utica and Black River.....	81,371 31	268,768 96	6,746 06	78,000 06	78,000 06
Utica, Chenango and Susquehanna Valley.....	26,524 80	75,518 37	11,469 24	147,562 07	147,562 07
Utica, Clinton and Binghamton.....	19,567 90	153,518 61	2,494 76	184,569 97	184,569 97
Utica, Ithaca and Elmira.....	26,740 32	84,128 70	3,462 46	84,735 68	84,735 68
Valley View.....	5,884 35	31,976 16	3,549 40	41,369 91	41,369 91
Warwick Valley.....					
Warwick Valley.....					
	\$23,933,749 20	\$53,045,197 83	\$7,470,486 96	\$89,449,433 99	\$90,914,511 60

TABLE H — (Continued).  
PAYMENTS OTHER THAN FOR CONSTRUCTION.

NAME OF ROAD.	(98)	(99)	(100)	(101)	MISCELLANEOUS	Total payments.
	For transportation expenses.	For interest.	For dividends on stock.	Amount carried to surplus fund.	All other payments.	
Albionack.....	\$62,249 04	.....	.....	.....	.....	\$62,249 04
Albany and Susquehanna.....	579,681 91	8,463,745 23	\$245,000 00	.....	81,000 00	1,289,438 14
Atlantic and Great Western.....	3,026,524 08	.....	.....	.....	785,915 50	3,814,290 58
Bath and Hammondport.....	5,963 15	2,680 00	.....	.....	.....	11,273 01
Boston and Albany.....	4,413,987 27	485,158 98	1,600,000 00	.....	.....	6,523,153 41
Brooklyn, Bath and Conway Island.....	31,827 03	1,605 00	.....	.....	75,000 00	107,432 03
Brooklyn, Greenwich and Conary Island.....	69,853 98	16,290 33	.....	.....	.....	86,144 31
Brooklyn and Rockaway Beach.....	19,438 28	54 88	.....	.....	.....	19,493 16
Buffalo, Conary and Pittsburgh.....	55,133 56	.....	.....	.....	.....	55,133 56
Buffalo, Conary.....	29,103 59	13,155 75	.....	.....	.....	42,259 34
Buffalo and Jamestown.....	43,826 59	2,807 09	.....	.....	60 00	46,693 68
Buffalo and Southwestern.....	171,652 03	8,800 24	.....	.....	.....	180,452 27
Buffalo, New York and Philadelphia.....	414,419 44	250,011 89	.....	.....	.....	664,431 33
Cayuga Southern.....	67,470 47	.....	54,600 00	.....	.....	122,070 47
Chenootia, Canada and De Ruyter.....	18,793 60	.....	.....	.....	.....	18,793 60
Chemung.....	127,943 16	13,561 59	22,800 00	.....	.....	164,304 75
Clover Branch.....	16,763 31	.....	.....	.....	.....	16,763 31
Coopersdown and Susquehanna Valley.....	17,377 06	9,918 29	.....	.....	.....	27,295 35
Corning, Onondaga and Andover.....	993,169 09	.....	119,000 00	.....	.....	1,112,169 09
Cumtug, Onondaga Valley and Pittsburgh.....	323,238 47	22,400 00	.....	.....	6,235 81	351,873 28
Elmira, Allegany Valley and Canadaigua.....	295,463 67	26,659 17	.....	.....	.....	322,122 84
Elmira, Chenootia and Canadaigua.....	189,701 43	56,296 00	25,000 00	.....	.....	271,000 43
Elmira Station.....	15,894 33	3,753 96	18,034 45	.....	.....	37,682 74
Elmira and Williamsport.....	7,363,114 90	8,215,072 82	81,542 00	.....	4,683 56	13,668,742 28
Erie.....	2,461,844 71	0 00	.....	.....	583,631 11	3,045,475 82
Fonda, Johnstown and Gloversville.....	291,734 01	54,411 90	.....	.....	.....	346,145 91
Geneva, Ithaca and Sayre.....	28,271 25	14,000 00	.....	.....	5,860 57	48,031 82
Greene.....	14,874 79	5,580 75	12,000 00	.....	.....	32,455 54
Greenwich and Johnsonville.....	33,454 92	.....	.....	.....	3,667 33	37,122 25
Harlem Extension.....	33,454 92	.....	.....	.....	.....	33,454 92
Lake Champlain and Moriah.....	8,488,721 22	2,762,470 00	1,463,983 00	.....	747,065 00	12,462,239 22
Lake Shore and Michigan Southern.....	1,000,019 02	196,606 41	.....	.....	366,703 00	1,563,328 43
Long Island.....	.....	.....	9,000 00	.....	.....	9,000 00
Marine.....	5,093 07	.....	.....	.....	.....	5,093 07
Middleburgh and Schoharie.....	14,719 15	1,200 00	.....	.....	.....	15,919 15
Middletown and Crawford.....	124,072 64	5,638 50	.....	.....	.....	129,711 14
Metropolitan Elevated.....	.....	.....	.....	.....	1,900 00	1,900 00
Newburgh, Dutchess and Connecticut.....	129,901 52	.....	.....	.....	.....	129,901 52



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New Jersey and New York.....	181,287 15	54,787 00	1,400 08	1,076 11	181,287 15
New York and Albany.....	518,728 63	985,128 16	688,917 20	8,084,081 89	16,185,977 83
New York Central and Hudson River.....	284,910,250 19	4,065,097 10	2,368 90	1,760,973 50	2,760,727 56
New York Elevated.....	145,269 63	.....	.....	1,126,260 00	1,126,260 00
New York, Lake Erie and Western.....	2,284,147 10	.....	.....	1,126,260 00	1,126,260 00
New York and Manhattan.....	3,832,982 65	.....	.....	1,126,260 00	1,126,260 00
New York, New Haven and Hartford.....	500,020 40	.....	.....	1,126,260 00	1,126,260 00
New York, North River and Manhattan.....	641,243 20	.....	.....	1,126,260 00	1,126,260 00
Ogdensburg and Lake Champlain.....	48,968 62	.....	.....	1,126,260 00	1,126,260 00
Olean, Bradford and Warren.....	40,586 46	.....	.....	1,126,260 00	1,126,260 00
Ontario Southern.....	370,314 35	49 20	.....	1,126,260 00	1,126,260 00
Oswego and Syracuse.....	39,104 91	.....	.....	1,126,260 00	1,126,260 00
Port Jervis and Monticello.....	8,844 46	.....	.....	1,126,260 00	1,126,260 00
Poughkeepsie, Hartford and Boston.....	9,500 00	.....	.....	1,126,260 00	1,126,260 00
Poughkeepsie and Saratoga.....	11,591 50	.....	.....	1,126,260 00	1,126,260 00
Rensselaer and Connecticut.....	7,883 22	.....	.....	1,126,260 00	1,126,260 00
Rhinebeck and Rochester.....	.....	.....	.....	1,126,260 00	1,126,260 00
Rochester and State Line.....	21,414 55	.....	.....	1,126,260 00	1,126,260 00
Rome and Clinton.....	47,320 83	.....	.....	1,126,260 00	1,126,260 00
Rome, Watertown and Ogdensburg.....	1,304,244 15	.....	.....	1,126,260 00	1,126,260 00
Schoharie Valley.....	14,018 35	.....	.....	1,126,260 00	1,126,260 00
Silver Lake.....	9,313 42	.....	.....	1,126,260 00	1,126,260 00
Staten Island.....	21,052 68	.....	.....	1,126,260 00	1,126,260 00
Southern Central.....	462,906 64	.....	.....	1,126,260 00	1,126,260 00
Southern Branch.....	2,354 16	.....	.....	1,126,260 00	1,126,260 00
Sterling Mountain.....	223,011 16	.....	.....	1,126,260 00	1,126,260 00
Syracuse, Binghamton and New York.....	21,975 31	.....	.....	1,126,260 00	1,126,260 00
Syracuse, Binghamton and New York.....	593,041 72	.....	.....	1,126,260 00	1,126,260 00
Syracuse, Chenango and Cortland.....	80,580 91	.....	.....	1,126,260 00	1,126,260 00
Syracuse, Geneva and Cortland.....	590,343 74	.....	.....	1,126,260 00	1,126,260 00
Troy and Boston.....	218,024 07	.....	.....	1,126,260 00	1,126,260 00
Troy and Delaware.....	185,107 63	.....	.....	1,126,260 00	1,126,260 00
Utica and Black River.....	472,116 23	.....	.....	1,126,260 00	1,126,260 00
Utica, Chenango and Susquehanna Valley.....	519,303 07	.....	.....	1,126,260 00	1,126,260 00
Utica, Clinton and Binghamton.....	139,553 24	.....	.....	1,126,260 00	1,126,260 00
Utica, Ithaca and Elmira.....	151,453 70	.....	.....	1,126,260 00	1,126,260 00
Valley.....	154,499 27	.....	.....	1,126,260 00	1,126,260 00
Wallkill Valley.....	84,735 88	.....	.....	1,126,260 00	1,126,260 00
Warwick Valley.....	45,607 49	.....	.....	1,126,260 00	1,126,260 00
	\$80,722,136 83	\$3,119,791 26	\$2,734,310 40	\$14,542,164 45	\$14,418,030 10

\* Apparent surplus.  
 a Represents that portion in this State.  
 b Dividend of Gloversville and Northville.  
 c Interest upon debt of Harlem River and Port Chester.  
 d Includes \$7,000 on debt of New York, Bay Ridge and Jamaica.

e Dividend on stock of New York, Bay Ridge and Jamaica.  
 f Includes Troy and Remington.  
 g Includes Troy and Remington, and Southern Vermont.  
 h Dividends on stock of leased lines.  
 i Includes dividends on stock of leased lines.



TABLE I.

## CLASSIFICATION OF ACCIDENTS.

NAME OF ROAD.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany and Susquehanna.....	.....	.....	1	.....	.....	.....	1	.....
Atlantic and Great Western.....	.....	.....	1	4	.....	2	5	6
Boston and Albany.....	.....	.....	6	.....	.....	.....	6	.....
Brooklyn, Flatbush and Coney Island.....	.....	.....	2	.....	1	.....	3	.....
Brooklyn and Rockaway Beach.....	1	.....	1	.....	.....	.....	2	.....
Buffalo Creek.....	.....	.....	.....	.....	.....	1	.....	1
Buffalo and Southwestern.....	1	1	.....	1	.....	.....	1	2
Buffalo, New York and Philadelphia.....	.....	.....	2	.....	2	.....	4	.....
Chemung.....	.....	1	.....	4	.....	1	.....	6
Cooperstown and Susquehanna Valley.....	.....	.....	.....	.....	2	.....	2	.....
Corning, Cowanesque and Antrim.....	.....	.....	.....	.....	2	.....	2	.....
Dunkirk, Allegheny Valley and Pittsburgh.....	.....	.....	2	2	.....	1	2	.....
Elmira, Jefferson and Canandaigua.....	.....	.....	2	2	3	3	5	5
Elmira State Line.....	.....	1	.....	.....	.....	.....	.....	1
Elmira and Williamsport.....	.....	.....	.....	2	.....	.....	.....	3
Erie.....	2	5	16	125	27	87	45	167
Fonda, Johnstown and Gloversville.....	.....	1	.....	.....	1	.....	1	.....
Geneva, Ithaca and Sayre.....	.....	.....	1	.....	1	.....	2	.....
Greene.....	.....	.....	.....	.....	.....	1	.....	1
Harlem Extension.....	.....	.....	1	.....	.....	.....	.....	.....
Lake Champlain and Moriah.....	.....	.....	.....	.....	.....	1	.....	1
Lake Shore and Michigan Southern.....	1	1	.....	10	11	7	19	18
Long Island.....	1	10	3	7	14	10	18	27
Metropolitan Elevated.....	.....	.....	1	5	1	.....	2	5
New Jersey and New York.....	.....	.....	1	.....	.....	.....	.....	.....
New York Central and Hudson River.....	2	11	28	66	96	94	128	171
New York Elevated.....	.....	3	5	6	.....	3	7	13
New York, Lake Erie and Western.....	.....	5	9	35	18	19	27	59
New York and Manhattan Beach.....	.....	.....	1	.....	.....	3	1	3
New York, New Haven and Hartford.....	.....	1	.....	2	12	2	12	5
New York and Oswego Midland.....	.....	.....	1	8	1	.....	2	8
Ogdensburgh and Lake Champlain.....	.....	.....	.....	1	.....	.....	.....	1
Olean, Bradford and Warren.....	.....	.....	.....	1	.....	.....	.....	1
Oswego and Syracuse.....	.....	.....	.....	4	1	1	1	5
Port Jervis and Monticello.....	.....	.....	.....	2	.....	.....	.....	2
Rensselaer and Saratoga.....	1	.....	.....	1	7	4	8	5
Rochester and State Line.....	.....	.....	1	5	1	1	2	6
Rome and Clinton.....	.....	.....	.....	1	.....	.....	.....	1
Rome, Watertown and Ogdensburgh.....	.....	.....	.....	.....	4	.....	4	.....
Southern Central.....	.....	.....	1	9	1	1	2	10
Syracuse and Binghamton and New York.....	.....	.....	1	3	2	4	3	7
Syracuse, Geneva and Corning.....	.....	.....	1	.....	.....	.....	1	.....
Troy and Boston.....	.....	.....	.....	3	.....	.....	.....	3
Troy Union.....	.....	.....	.....	.....	.....	1	.....	1
Ulster and Delaware.....	.....	.....	.....	1	1	.....	1	1
Utica and Black River.....	.....	2	1	2	1	.....	2	4
Utica, Chenango and Susquehanna Valley.....	.....	.....	.....	10	.....	3	.....	13
Utica, Clinton and Binghamton.....	.....	.....	.....	.....	.....	1	.....	1
Wallkill Valley.....	.....	.....	2	1	2	.....	4	1
	11	42	88	323	223	202	322	567

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**TABULATED RESULTS**  
**COMPILED FROM**  
**REPORTS**  
**OF**  
**STREET RAILROAD COMPANIES.**

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TABLE A.  
STOCK AND DEBTS.

NAME OF ROAD.	Date of Charter.	(1) Amt. of stock per charter and acts of Legislature.	(2) Amount of stock subscribed.	(3) Amount paid in by last report.	(4) Total amount now paid in.
Albany .....	September 14, 1883	\$200,000 00	\$200,000 00	\$200,000 00	\$200,000 00
Amsterdam Street .....	February 5, 1873	15,000 00	15,000 00	15,000 00	15,000 00
Astoria and Hunter's Point .....	January 31, 1877	75,000 00	41,500 00	38,250 00	41,500 00
Atlantic Avenue .....	May 1, 1873	700,000 00	650,200 00	650,200 00	650,200 00
Auburn and Owaseo Lake .....	April 16, 1871	75,000 00	10,850 00	7,157 50	7,157 50
Babylon .....	April 15, 1871	15,000 00	5,600 00	5,600 00	5,600 00
Bleecker Street and Fulton Ferry .....	December 12, 1864	900,000 00	900,000 00	900,000 00	900,000 00
Broadway (Brooklyn) .....	August 26, 1884	200,000 00	200,000 00	200,000 00	200,000 00
Broadway and Seventh Avenue .....	May 26, 1884	2,100,000 00	2,100,000 00	2,100,000 00	2,100,000 00
Brooklyn City .....	December 17, 1883	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Brooklyn City and Newtown .....	May 22, 1890	2,000,000 00	600,000 00	600,000 00	600,000 00
Brooklyn and Coney Island .....	August 28, 1876	300,000 00	197,700 00	386,400 00	197,700 00
Brooklyn Crossover .....	April 30, 1873	200,000 00	88,500 00	88,500 00	88,500 00
Brooklyn, Winfield and Newtown .....	May 8, 1870	300,000 00	30,000 00	28,000 00	28,000 00
Buffalo East Side Street .....	May 10, 1870	100,000 00	100,000 00	100,000 00	100,000 00
Buffalo Street .....	April 6, 1860	100,000 00	100,000 00	100,000 00	100,000 00
Bushwick .....	March 20, 1867	500,000 00	309,000 00	309,000 00	309,000 00
Carnegie and Flatbush .....	May 9, 1874	150,000 00	.....	.....	.....
Chambers Street .....	January 16, 1877	30,000 00	.....	.....	.....
Central City (Syracuse) .....	January 19, 1869	50,000 00	50,000 00	21,130 00	21,130 00
Central Crossover .....	April 13, 1873	600,000 00	600,000 00	600,000 00	600,000 00
Central Park, North and East River .....	July 19, 1860	1,800,000 00	1,800,000 00	1,883,000 00	1,800,000 00
Christopher and Tenth Street .....	August 6, 1873	650,000 00	650,000 00	650,000 00	650,000 00
City of Poughkeepsie .....	October 26, 1877	85,000 00	79,519 17	.....	72,862 86
Coney Island and Brooklyn .....	December 10, 1860	500,000 00	500,000 00	500,000 00	500,000 00
Dry Dock, East Broadway and Battery .....	December 8, 1863	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Dunkirk and Fredonia .....	December 11, 1865	75,000 00	35,100 00	35,100 00	35,100 00
East Brooklyn .....	December 4, 1874	300,000 00	.....	.....	.....
East Genesee Street and Seward Avenue .....	April 16, 1871	25,000 00	25,000 00	21,510 00	21,510 00
Fifth Avenue .....	January 10, 1885	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Elmira and Horseheads .....	December 30, 1870	50,000 00	44,000 00	44,000 00	44,000 00
Fifth Ward .....	October 3, 1867	50,000 00	49,450 00	29,335 00	29,335 00
Fonda and Fultonville .....	October 6, 1874	12,000 00	10,550 00	10,550 00	10,550 00
Forty-second Street Crossover .....	June 5, 1877	200,000 00	2,500 00	270 00	1,435 00
Forty-second Street and Grand Street Ferry .....	February 16, 1863	750,000 00	750,000 00	748,000 00	748,000 00
Forty-second Street, Manhattanville and St. Nicholas Avenue .....	August 29, 1878	900,000 00	15,000 00	.....	2,650 00
Frankfort and Ilion .....	May 9, 1871	30,000 00	14,275 00	14,275 00	14,275 00

## RAILROAD REPORT.

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Genesee and Water Street.....	18, 1862	60,000 00	42,000 00	42,000 00	42,000 00
Grand Street and Newtown.....	12, 1870	170,000 00	170,000 00	170,000 00	170,000 00
Grand Street, Prospect Park and Flatbush.....	12, 1870	200,000 00	200,000 00	200,000 00	200,000 00
Greenpoint, Prospect Park and Greenwood.....	12, 1870	200,000 00	200,000 00	200,000 00	200,000 00
Harlem Bridge, Manhattan and Fordham.....	16, 1863	300,000 00	300,000 00	300,000 00	300,000 00
Hudson, West Street and Pavonia Ferry.....	8, 1871	30,000 00	17,000 00	17,000 00	17,000 00
Huron Street.....	8, 1871	200,000 00	238,750 00	238,750 00	238,750 00
Jamaica, Woodhaven and Brooklyn.....	28, 1874	60,000 00	100,000 00	100,000 00	100,000 00
Jerome Park Branch.....	8, 1872	10,000 00	1,000 00	1,000 00	1,000 00
Johnstown, Gloversville and Kingsboro.....	14, 1876	50,000 00	40,320 00	40,320 00	40,320 00
Kingsdon and Rondout.....	12, 1873	50,000 00	75,000 00	75,000 00	75,000 00
Long Island City and Calvary Cemetery.....	31, 1865	125,000 00	60,000 00	60,000 00	60,000 00
Long Island City Shore.....	21, 1871	100,000 00	75,000 00	75,000 00	75,000 00
Mohawk and Ilion.....	1, 1871	75,000 00	15,000 00	15,000 00	15,000 00
New Brighton and Onondaga Valley.....	12, 1870	16,000 00	18,000 00	18,000 00	18,000 00
New York, Brooklyn and Sea Beach.....	27, 1869	100,000 00	10,000 00	10,000 00	10,000 00
New Williamsburgh and Flatbush.....	18, 1873	300,000 00	300,000 00	300,000 00	300,000 00
Ninth Avenue.....	29, 1859*	800,000 00	797,320 00	797,320 00	797,320 00
North Second Street and Middle Village.....	10, 1870	150,000 00	150,000 00	150,000 00	150,000 00
One Hundred and Twenty-fifth Street.....	28, 1878	23,000 00	2,450 00	2,450 00	2,450 00
Prospect Park and Clarkson Street.....	9, 1874	500,000 00	500,000 00	500,000 00	500,000 00
Prospect Park and Flatbush.....	7, 1876	50,000 00	200 00	200 00	200 00
Rochester City and Brighton.....	31, 1862	105,000 00	105,000 00	105,000 00	105,000 00
Rochester and Ironduquait.....	28, 1878	25,000 00	2,500 00	2,500 00	2,500 00
Second Avenue.....	21, 1853	2,500,000 00	1,199,500 00	1,199,500 00	1,199,500 00
Sixth Avenue.....	29, 1851	750,000 00	750,000 00	750,000 00	750,000 00
South Brooklyn Central.....	7, 1877	135,000 00	125,000 00	125,000 00	125,000 00
South Ferry.....	22, 1874	150,000 00	150,000 00	150,000 00	150,000 00
South Ferry and Prospect Park.....	6, 1874	150,000 00	150,000 00	150,000 00	150,000 00
Staten Island Shore.....	20, 1863	31,000 00	31,000 00	31,000 00	31,000 00
Syracuse and Geddes.....	8, 1863	50,000 00	25,000 00	25,000 00	25,000 00
Syracuse and Onondaga.....	6, 1863	70,000 00	37,000 00	37,000 00	37,000 00
Third Avenue.....	31, 1863	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Troy and Albany.....	31, 1863	50,000 00	44,700 00	44,700 00	44,700 00
Troy and Cohoes.....	10,000 00	100,000 00	50,000 00	50,000 00	50,000 00
Troy and Lansingburgh.....	6, 1860	250,000 00	250,000 00	250,000 00	250,000 00
Twenty-third Street.....	29, 1872	600,000 00	600,000 00	600,000 00	600,000 00
Utica and Mohawk.....	8, 1874	40,350 00	40,350 00	40,350 00	40,350 00
Van Brunt Street and Erie Basin.....	15, 1861	150,000 00	75,000 00	75,000 00	75,000 00
West End and Glenwood.....	13, 1876	10,000 00	1,700 00	1,700 00	1,700 00
Washington Street and State Asylum.....	23, 1871	40,000 00	25,000 00	25,000 00	25,000 00
Watervliet Turnpike and Railroad.....	15, 1862	240,000 00	240,000 00	240,000 00	240,000 00
.....	.....	\$30,692,000 00	\$23,587,444 17	\$23,166,862 50	\$23,201,130 36

b From report of 1876.

a From articles of association.

TABLE A—(Continued)

NAME OF ROAD.	(5) Funded debt as by last report.	(6) Total amount now of funded debt.	(7) Floating debt as by last report.	(8) The amount now of floating debt.	(9) Total amount of funded and floating debt.	(10) Average rate per annum of interest on funded debt.
Albany.....	\$78,000 00	\$78,000 00	.....	\$84,377 64	\$82,377 64	7 per cent.
Amsterdam Street.....	168 16	168 16	.....	.....	168 16	7 "
Astoria and Hunter's Point.....	21,750 00	25,000 00	.....	901 53	25,901 53	7 "
Atlantic Avenue.....	472,000 00	413,730 00	.....	.....	443,730 00	7 "
Auburn and Owasco Lake.....	.....	.....	.....	24,413 36	24,443 36	7 "
Babylon.....	.....	.....	823,500 00	2,972 61	3,972 61	7 "
Bleeker Street and Fulton Ferry Broadway (Brooklyn).....	700,000 00	700,000 00	2,724 51	.....	700,000 00	7 "
Broadway and Seventh Avenue.....	200,000 00	200,000 00	33,308 13	198,340 69	328,340 69	7 "
Brooklyn City.....	1,500,000 00	1,500,000 00	250,121 74	242,151 90	1,742,151 90	7 "
Brooklyn City and Newtown.....	300,000 00	300,000 00	50,000 00	75,000 00	375,000 00	7 "
Brooklyn Cross-town.....	400,000 00	400,000 00	107,539 81	187,498 36	587,498 36	7 "
Brooklyn Winfield and Newtown.....	300,000 00	486,000 00	16,874 00	4,353 00	490,353 00	7 "
Buffalo East Side Street.....	125,000 00	125,000 00	.....	5,000 00	130,000 00	7 "
Buffalo Street.....	283,000 00	395,000 00	128,971 43	89,455 35	584,455 35	10 "
Bushwick.....	563,156 40	576,044 40	56,472 71	83,748 09	659,792 49	7 "
Central City.....	300,000 00	300,000 00	337 21	42,781 18	342,781 18	7 "
Central Cross-town.....	240,000 00	240,000 00	.....	.....	240,000 00	7 "
Central Park, North and East River.....	1,200,000 00	1,213,000 00	13,864 13	3,535 31	1,219,156 87	7 "
Central Park, North and East River.....	.....	.....	5,379 87	6,156 87	11,536 74	7 "
City of Poughkeepsie.....	.....	.....	27,631 43	56,850 72	84,482 15	7 "
City of Poughkeepsie.....	.....	16,000 00	.....	.....	16,000 00	7 "
Cory Island and Brooklyn.....	303,000 00	289,000 00	19,362 66	2,108 53	301,108 53	7 "
Dry Dock, East Broadway and Battery.....	915,000 00	915,000 00	.....	.....	915,000 00	7 "
East Genesee Street and Seaward Avenue.....	12,000 00	12,000 00	9,000 00	10,394 92	22,394 92	7 "
Eighth Avenue.....	203,000 00	203,000 00	196,950 00	7,950 00	278,250 00	7 "
Eleventh Avenue.....	18,000 00	18,000 00	4,621 33	7,388 43	25,388 48	7 "
Fifth Ward.....	22,510 00	22,510 00	.....	.....	22,510 00	7 "
Forty-second Street Cross-town.....	.....	.....	309 44	94 44	.....	7 "
Forty-second Street and Grand Street Ferry.....	236,000 00	236,000 00	61,439 22	50,547 18	286,547 18	7 "
Frankfort and Union.....	.....	.....	391 51	2,022 40	2,413 91	7 "
Genesee and Water Street.....	30,000 00	30,000 00	.....	.....	30,000 00	7 "
Gloversville and Kingsboro.....	.....	.....	.....	7,115 84	7,115 84	7 "
Grand Street and Newtown.....	100,000 00	132,500 00	7,024 43	7,115 84	159,333 00	7 "
Grand Street, Prospect Park and Flatbush.....	200,000 00	200,000 00	13,239 82	6,738 00	206,738 00	7 "
Harlem Bridge, Morrisania and Fordham.....	146,000 00	146,000 00	143,052 68	159,015 90	339,015 90	7 "
Hicklimer and Mohawk.....	1,861 87	1,861 87	.....	.....	1,861 87	7 "
Houston, West Street and Favonia Ferry.....	478,500 00	478,500 00	.....	.....	478,500 00	7 "
Johnstown, Gloversville and Kingsboro.....	5,000 00	5,000 00	25,000 00	24,000 00	50,000 00	7 "



Kington and Rondout.....	15,000 00	15,000 00	5,130 00	2,330 61	17,330 61	7
Long Island City and Calvary Cemetery.....	50,000 00	50,000 00	14,031 87	12,001 87	62,033 74	7
Long Island City and Shore.....	135,000 00	135,000 00	21,320 14	16,632 48	151,632 52	7
Long Island Valley.....	395,000 00	395,000 00	21,320 14	21,700 00	416,700 14	7
New Williamsburgh and Flatbush.....	207,000 00	207,000 00	37,401 00	40,320 78	247,320 78	7
North Avenue.....	125,000 00	125,107 50	37,401 00	30,320 78	155,428 28	7
North Second Street and Middle Village.....	500,000 00	500,000 00	41,904 14	13,500 00	541,904 14	7
Prospect Park and Coney Island.....	175,000 00	175,000 00	9,500 00	871,000 00	1,055,500 00	7
Rockwell City and Brighton.....	1,322,000 00	1,322,000 00	20,000 00	550,000 00	1,892,000 00	7
Second Avenue.....	415,000 00	415,000 00	750,000 00	13,918 63	1,178,918 63	7
Sixth Avenue.....	125,000 00	125,000 00	.....	6,049 57	131,049 57	7
South Brooklyn Central.....	100,000 00	100,000 00	.....	4,000 00	104,000 00	7
South Ferry.....	25,000 00	25,000 00	.....	.....	25,000 00	7
Syracuse and Geddes.....	2,000,000 00	2,000,000 00	4,000 00	.....	2,004,000 00	7
Syracuse and Onondaga.....	35,100 00	35,100 00	.....	.....	35,100 00	7
Troy and Alba.....	125,000 00	125,000 00	38,250 00	25,140 00	163,140 00	7
Troy and Lansingburgh.....	335,695 00	335,695 00	94,000 00	55,004 59	424,699 59	7
Twenty-third Street.....	12,000 00	12,000 00	1,700 00	1,700 00	13,700 00	7
Utica and Mohawk.....	12,000 00	12,000 00	2,912 87	2,228 43	14,223 43	7
Van Brunt Street and Erie Basin.....	135,000 00	135,508 00	200 00	718 00	136,226 00	7
Washington Street and State Asylum.....	.....	.....	.....	.....	.....	7
Watervliet Turnpike and Railroad.....	.....	.....	.....	.....	.....	7
	\$15,505,214 43	\$15,756,976 93	\$2,125,643 51	\$2,371,834 90	\$18,128,831 83	

TABLE B.  
COST OF ROAD AND EQUIPMENT.

NAME OF ROAD.	Road-bed and superstructure, including iron.		Land, buildings, and fixtures, including land damages.		Dummy cars, horses, mules, and harness.	
	(11)	(12)	(13)	(14)	(15)	(16)
Albany.....	\$138,943 21	\$139,715 31	\$17,000 00	\$17,000 00	\$42,024 00	\$45,501 46
Amsterdam Street.....	9,945 50	9,945 50	1,852 50	1,852 50	1,170 00	1,170 00
Astoria and Hunter's Point.....	a 66,500 00	a 66,500 00				
Atlantic Avenue.....	1,088,407 33	384,068 77	a	716,736 52	175,453 00	169,873 50
Atburn and Owasco Lake.....	18,483 85	18,483 85			1,625 00	1,625 00
Babylon.....	7,408 05	7,483 05			1,806 28	1,388 28
Bleecker Street and Fulton Ferry.....	b 1,773,408 09	b 1,773,408 09	6 28,923 49	6 28,923 49		
Broadway (Brooklyn).....	212,463 42	255,877 41	135,288 00	148,771 31	147,847 95	
Broadway and Seventh Avenue.....	2,841,590 14	2,841,270 14	780,708 95	785,680 07	198,595 00	198,595 00
Brooklyn City.....	1,101,808 25	1,118,452 52	645,755 95	653,508 88	767,367 61	816,925 84
Brooklyn City and Newtown.....	a 884,554 61	a 981,114 97				
Brooklyn Crostown.....	563,818 72	557,769 19	88,974 09	86,046 43	76,194 03	71,273 63
Buffalo East Side Street.....	382,885 13	382,666 38			15,336 04	8,118 00
Buffalo Street.....	341,668 99	341,668 99	162,738 14	162,691 83	24,630 00	28,437 00
Bushwick.....	817,091 07	378,048 88	74,690 09	74,690 09	124,501 60	148,592 81
Central City.....	20,000 00	20,000 00	2,000 00	2,000 00	2,943 41	2,943 41
Central Crostown.....	578,616 32	579,616 32	181,029 81	181,029 81	38,650 50	38,650 50
Central Park, North and East River.....	1,161,000 00	1,164,000 00	464,500 00	480,000 00	220,500 00	220,500 00
Christopher and Tenth Street.....	a 650,000 00	a 650,000 00				
City of Poughkeepsie.....	a 713,759 04	a 713,759 04				
Coney Island and Brooklyn.....	351,049 25	351,049 25	584,125 63	618,125 63	150,850 00	146,850 00
Dry Dock, East Broadway and Battery.....	38,211 38	38,211 38	1,195 00	1,195 00	4,768 77	4,768 77
Dunkirk and Fredonia.....	21,338 05	21,338 05	4,913 70	4,913 70	2,800 00	2,800 00
East Genesee Street and Seward Avenue.....	880,450 43	880,450 43	775,839 87	775,839 87	102,830 00	102,830 00
Eighth Avenue.....	66,500 79	67,993 93	2,254 46	2,254 46	2,030 82	3,802 63
Elmira and Horseheads.....	35,097 81	35,097 81	4,684 12	4,684 12	5,004 38	5,004 38
Fifth Ward.....	9,537 00	9,537 00				
Fonda and Fultonville.....	729,751 51	729,751 51	171,510 00	171,510 00	93,939 82	93,939 82
Forty-second Street and Grand Street Ferry.....	16,743 60	16,743 60	1,613 44	1,613 44		
Frankfort and Ilion.....	50,020 68	50,020 68	7,609 59	7,609 59	8,668 69	9,417 08
Genesee and Water Street.....	15,411 86	15,411 86			804 25	804 25
Gloversville and Kingsboro.....	223,163 23	222,262 75	63,064 85	63,064 85	21,343 74	21,920 00
Grand Street and Newtown.....	339,907 00	339,907 00			43,665 01	49,840 01
Grand Street, Prospect Park and Flatbush.....	206,769 35	206,769 35	57,543 60	57,543 60	13,300 00	13,600 00
Harlem Bridge, Morrisania and Fordham.....	15,259 31	15,259 31	900 00			
Herkimer and Mohawk.....	117,598 00	117,598 00	82,402 00	82,402 00	50,000 00	50,000 00
Houston, West Street and Pavonia Ferry.....						

## RAILROAD REPORT.

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Albany, Westchester and Brooklyn.....	100,000 00	7,839 77	3,330 77	2,665 78	2,700 71
Albany and Rensselaer.....	40,000 00	24,482 30	23,250 98	11,018 13	12,538 13
Albany and Schenectady.....	100,000 00	30,000 00	3,132 26	2,400 00	9,200 00
Long Island City and Gateway Cemetery.....	150,000 00	150,000 00	3,132 26	5,820 31	5,051 23
Long Island City Shore.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Mohawk and Hudson.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
New Brighton and Onondaga Valley.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
New Williamburgh and Flatbush.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
North Avenue.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
North Second Street and Middle Village.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
One Hundred and Twenty-fifth Street.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Prospect Park and Coney Island.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Rochester City and Brighton.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Second Avenue.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Sixth Avenue.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
South Brooklyn Central.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
South Ferry.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Staten Island Shore.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Syracuse and Geddes.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Syracuse and Onondaga.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Third Avenue.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Troy and Cohoes.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Troy and Lansingburgh.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Twenty-third Street.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Utica, Clinton and Binghamton.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Utica and Mohawk.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Van Brunt Street and Erie Basin.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
West End and Glenwood.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Washington Street and State Asylum.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00
Watervliet Turnpike and Railroad.....	150,000 00	150,000 00	3,132 26	3,200 00	3,200 00

a Total cost of road.

TABLE B—(Continued).

NAME OF ROAD.	Cars and sleighs.		Total cost of road and equipment.	
	(17)	(18)	(19)	(20)
Albany.....	\$34,575 66	\$37,313 40	\$232,143 77	\$239,630 17
Amsterdam Street.....	2,200 16	2,200 16	15,168 16	15,168 16
Astoria and Hunter's Point.....	.....	.....	66,500 00	66,500 00
Atlantic Avenue.....	.....	.....	1,263,800 83	1,260,696 79
Auburn and Owasco Lake.....	.....	.....	23,061 85	23,061 85
Babylon.....	2,944 00	2,944 00	8,712 33	8,919 33
Bleecker Street and Fulton Ferry.....	.....	.....	b 1,801,931 58	b 1,801,931 58
Broadway (Brooklyn).....	.....	.....	486,606 87	617,051 67
Broadway and Seventh Avenue.....	170,678 54	170,678 54	8,991,250 63	8,996,223 75
Brooklyn City.....	.....	.....	2,514,931 89	2,596,948 24
Brooklyn City and Newtown.....	.....	.....	884,554 61	961,114 97
Brooklyn Cross-town.....	44,065 00	44,065 00	758,951 84	769,154 24
Buffalo East Side Street.....	36,710 31	36,710 31	434,921 43	438,086 19
Buffalo Street.....	63,369 50	63,519 50	592,306 63	596,207 32
Bushwick.....	96,540 23	116,630 22	614,522 98	717,961 95
Central City.....	4,530 00	4,530 00	3,473 41	3,473 41
Central Cross-town.....	40,103 37	40,103 37	840,000 00	840,000 00
Central Park, North and East River.....	190,000 00	190,000 00	2,038,000 00	2,031,500 00
Christopher and Tenth Street.....	.....	.....	630,000 00	650,000 00
City of Poughkeepsie.....	.....	.....	713,769 04	881,539 86
Coney Island and Brooklyn.....	.....	.....	1,215,024 88	1,245,024 88
Dry Dock, East Broadway and Battery.....	129,000 00	129,000 00	44,175 16	44,175 16
Dunkirk and Fredonia.....	.....	.....	31,916 75	33,916 75
East Genesee Street and Seward Avenue.....	4,895 00	4,895 00	1,893,702 42	1,896,702 42
Elkth Avenue.....	137,513 63	137,513 63	76,104 85	82,276 63
Elmira and Horseheads.....	6,873 24	8,220 61	47,733 69	47,733 69
Fifth Ward.....	5,017 38	5,017 38	1,240 00	10,777 00
Fonda and Fultonville.....	1,240 00	1,240 00	1,055,114 39	1,065,134 39
Forty-second Street and Grand Street Ferry.....	59,970 06	59,970 06	20,632 04	20,632 04
Frankfort and Ilion.....	2,275 00	2,275 00	73,629 31	73,629 31
Genesee and Water Street.....	6,581 96	6,581 96	18,660 41	18,660 41
Gloversville and Kingsboro.....	2,371 30	2,371 30	396,625 81	340,332 63
Grand Street and Newtown.....	23,065 00	23,065 00	498,812 00	489,338 05
Grand Street, Prospect Park and Flatbush.....	49,591 04	49,591 04	289,277 95	289,577 95
Harlem Bridge, Morrisania and Fordham.....	11,875 00	11,875 00	18,861 87	18,861 87
Herkimer and Mohawk.....	2,702 56	2,702 56	300,000 00	300,000 00
Houston, West Street and Pavonia Ferry.....	50,000 00	50,000 00	100,000 00	100,000 00
Jamaica, Woodhaven and Brooklyn.....	.....	.....	50,713 70	50,548 70
Johnstown, Gloversville and Kingsboro.....	8,145 00	8,145 00	92,917 56	92,917 56
Kingston and Rondout.....	8,963 23	10,036 80	.....	.....

## RAILROAD REPORT.

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Long Island City and Gateway Cemetery.....	6,624 02	6,802 01	88,780 68	80,100 00
Long Island City Shore.....	1,020 00	1,800 00	170,460 00	172,500 00
Longview and Little Onondaga Valley.....	17,000 00	17,000 00	10,735 00	18,300 00
New Brighton and Onondaga Valley.....	27,684 43	31,832 73	100,432 17	10,735 00
New Williamsburgh and Flatbush.....	80,454 01	50,922 01	257,553 08	307,618 40
North Avenue.....	38,471 80	41,771 80	150,000 00	150,000 00
North Second Street and Middle Village.....	114,530 06	12,800 00	1,164,405 00	1,213,920 00
One Hundred and Twenty-fifth Street.....	108,000 00	148,785 00	279,893 33	279,893 33
Prospect Park and Coney Island.....	15,780 97	231,961 26	2,921,299 00	2,921,299 00
Rockefeller City and Brighton.....	.....	12,790 97	2,101,203 70	2,140,131 03
Second Avenue.....	.....	.....	250,000 00	255,030 64
Sixth Avenue.....	.....	.....	292,751 58	283,701 56
South Brooklyn Central.....	.....	.....	31,000 00	31,000 00
South Ferry.....	.....	.....	34,232 15	34,232 15
Staten Island Shore.....	5,805 00	5,805 00	51,027 34	51,313 90
Syracuse and Geddes.....	286,038 25	286,038 25	4,220,884 22	4,220,884 22
Syracuse and Onondaga.....	6,027 85	6,027 85	75,004 77	75,552 27
Third Avenue.....	.....	.....	50,000 00	50,000 00
Troy and Cohoes.....	31,200 00	26,900 00	305,904 94	299,971 94
Troy and Lansingburgh.....	87,454 07	87,454 07	902,038 00	908,423 94
Twenty-third Street.....	.....	.....	327,671 16	331,453 05
Utica, Clinton and Binghamton.....	.....	.....	32,500 00	32,500 00
Utica and Mohawk.....	.....	.....	87,000 00	87,000 00
Van Brunt Street and Erie Basin.....	7,500 00	7,500 00	1,575 00	1,575 00
West End Glenwood.....	.....	.....	25,000 00	25,000 00
Washington Street and State Asylum.....	26,244 00	26,244 00	350,797 35	350,797 35
Watervliet Turnpike and Railroad.....	.....	.....	.....	.....
	\$2,058,795 71	\$2,544,438 53	\$39,474,068 61	\$40,316,371 44

b From report of 1877.



NAME OF ROAD.

NAME OF ROAD.	(20)	(21)	(22)	(23)	(24)		
	Length of road.	Length of road laid.	Length of double track including sidings.	Weight of rail per yard.	Number of dummy cars.	Number of passenger cars.	Number of freight cars.
Albany .....	9.01	9.04	2.81	33 to 47	.....	33	.....
Amsterdam Street .....	1.62	1.62	.....	25	.....	3	160
Astoria and Hunter's Point .....	4.50	4.50	5.75	45 & 65	.....	15	7
Atlantic Avenue .....	17.75	17.75	18.75	45 & 63	.....	-96	429
Aulburn and Owasco Lake .....	3.50	1.50	.01	28 to 30	.....	3	7
Babylon .....	1.53	1.53	.....	30	.....	2	3
Blacker Street and Fulton Ferry .....	9.00	9.00	13.00	.....	.....	.....	.....
Broadway (Brooklyn) .....	8.12	8.12	8.25	45 to 60	.....	63	298
Broadway and Seventh Avenue .....	8.00	8.00	8.25	50 & 60	.....	126	1,215
Brooklyn City and Newtown .....	38.00	38.00	38.00	40, 60 & 64	.....	500	1,944
Brooklyn City and Newtown .....	14.00	13.00	4.50	45 & 80	.....	70	371
Brooklyn Cross-town .....	8.00	8.00	6.00	.....	.....	68	300
Brooklyn, Winfield and Newtown .....	12.00	8.00	.....	45	.....	.....	.....
Buffalo East Side Street .....	14.23	14.23	4.75	60	.....	36	83
Buffalo Street .....	8.81	8.81	8.81	50	.....	60	235
Bushwick .....	11.25	9.25	9.50	45, 50 & 60	.....	80	354
Canarick and Flatbush .....	6.00	.....	.....	.....	.....	.....	.....
Central City (Syracuse) .....	1.62	1.62	.11	45	.....	6	25
Central Cross-town .....	3.40	2.40	2.53	63	.....	83	150
Central Park North and East River .....	13.00	13.00	13.00	62	.....	132	1,160
Christopher and Tenth Street .....	3.00	3.00	3.00	45	.....	40	248
City of Poughkeepsie .....	7.50	4.00	1.00	28 & 36	.....	3	.....
Coney Island and Brooklyn .....	10.40	10.40	4.63	.....	.....	64	253
Dry Dock, East Broadway and Battery .....	25.00	11.25	.....	32 to 62	.....	126	388
Dunkirk and Fredonia .....	8.50	3.50	.....	25	.....	4	8
East Brooklyn .....	12.00	.....	.....	.....	.....	.....	.....
East Brooklyn Street and Seward Avenue .....	2.50	2.50	.02	42 to 48	.....	4	10
Eighth Avenue .....	12.00	10.00	.....	60 to 65	.....	112	1,146
Flushing and Horseheads .....	9.55	9.55	.39	35 & 30	.....	15	78
Fifth Ward .....	2.68	2.68	.38	25 & 30	.....	7	18
Fonda and Fultonville .....	2.98	.98	.....	43	.....	1	.....
Forty-second Street Cross-town .....	2.80	.....	.....	.....	.....	.....	.....
Forty-second Street and Grand Street Ferry .....	8.10	5.13	5.13	60 & 64	.....	46	440
Forty-second Street, Manhattanville and St. Nicholas Avenue .....	8.00	.....	.....	.....	.....	.....	.....
Frankfort and Union .....	2.80	2.80	.....	35	.....	3	4
Greeness and Water Street .....	4.00	4.00	.75	18 to 30	.....	6	80
Groversville and Kingsboro .....	2.75	2.75	.....	35	.....	3	.....

## RAILROAD REPORT.

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[illegible]

TABLE D.  
BUSINESS OF THE YEAR.

NAME OF ROAD.	(25)	(26)	(27)		Average time consumed in passing over road (hours and minutes).
	Number of pas- sengers car- ried in cars.	Number of tons (2,000 pounds) freight carried.	RATE OF FARE FOR PASSENGERS.		
			Through.	Way.	
Albany.....	1,721,237	11,540	5 to 6 cts.	5 to 6 cts.	32
Amsterdam Street.....	74,650	.....	5	5	25
Astoria and Hunter's Point.....	255,300	.....	3 1/2, 4 and 5	.....	45
Atlantic Avenue.....	5,027,837	.....	4 and 5	.....	See report.
Auburn and Owasco Lake.....	49,665	.....	4 and 5	.....	20
Babylon.....	2,633	.....	20	10	10
Broadway (Brooklyn).....	4,238,949	.....	5	.....	35
Broadway and Seventh Avenue.....	18,452,537	.....	5	.....	45
Brooklyn City.....	30,000,000	.....	5, 8 and 10	.....	1,30
Brooklyn City and Newtown.....	3,970,180	.....	5	.....	1,30
Brooklyn Cross-town.....	4,230,468	.....	5	.....	1,30
Buffalo East Side Street.....	1,195,676	.....	8	.....	28
Buffalo Street.....	3,184,621	.....	8	.....	45
Bushwick.....	4,355,475	.....	5 and 8	.....	See report.
Central City.....	320,286	.....	2, 4 and 5	.....	18
Central Cross-town.....	2,326,876	.....	5	.....	27
Central Park, North and East River.....	13,869,094	.....	5	.....	See report.
Christopher and Tenth Street.....	2,074,323	.....	5	.....	25
City of Poughkeepsie.....	151,689	74,000	10	6 1/2 to 10	38
Coney Island and Brooklyn.....	3,528,037	.....	15	.....	1,45
Dry Dock, East Broadway and Battery.....	13,775,890	.....	15	.....	.....
Dunkirk and Freedonia.....	.....	.....	15	.....	.....
East Genesee Street and Seward Avenue.....	89,505	.....	4 and 5	.....	.....
Elgin Avenue.....	14,289,998	.....	4 and 5	.....	.....
Fifth Ward.....	284,699	.....	15	.....	.....
Fifth Ward Horsheds.....	260,317	.....	4 and 5	.....	.....
Fonda and Fultonville.....	19,550	.....	5	.....	.....
Forty-second Street and Grand Street Ferry.....	6,704,154	.....	5	.....	.....
Frankfort and Union Street.....	51,829	.....	10	.....	.....
Genesee and Water Street.....	298,978	.....	4, 4 1/2 and 5	.....	.....
Grand Street and Newtown.....	1,704,700	.....	5 and 6	.....	.....
Grand Street, Prospect Park and Flatbush.....	1,671,045	.....	5 and 6	.....	.....
Harlem Bridge, Morrisania and Fordham.....	1,083,763	.....	6, 6 1/2, 7 1/2 and 10	.....	.....
Herkimer and Mohawk Street.....	24,864	.....	10	.....	.....
Houston, West Street and Pardon Ferry.....	3,357,351	.....	.....	.....	60

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321,000	15	2, 5 and 10	.....
322,000	15	5 and 10	.....
323,175	15	5 and 10	.....
324,000	15	5 and 10	.....
325,000	10	5	.....
420,874	4 and 7	.....	.....
421,375	8	.....	.....
51,000	5 and 10	.....	.....
1,706,495	5	.....	.....
10,000,034	8	2, 3 and 6	.....
1,419,038	6 and 8	6	.....
1,734,475	10	.....	.....
3,271,128	5 and 15	5	.....
2,257,200	5	.....	.....
16,002,560	6	5	.....
16,415,732	5	5	.....
1,034,237	5	5	.....
936,743	5	5	.....
936,725	10	5	.....
250,000	5 and 6	3j and 5	.....
323,428	5	3	.....
30,400,000	6	5	.....
212,787	12	5, 7 and 9	.....
2,570,558	12	5, 6, 8 and 19	.....
9,668,604	5	See report.	.....
573,140	8 to 12	4 to 5	.....
39,198	5	5	.....
354,235	3	5	.....
53,654	5	5	.....
977,755	15	5 to 11	.....
244,390,364	85,855	.....	.....

**For nine months.**

**For three months.**

TABLE E.  
COST OF MAINTENANCE OF ROADWAY.

NAME OF ROAD.	(29) Repairs of road-bed and railway, build- ings and fixtures, including iron.	(30) Taxes on real estate, except for United States revenue.	(31) Total cost of main- taining road and real estate.
Albany .....	\$6,349 29	\$2,696 13	\$9,045 43
Amsterdam Street .....	28,170 66	87 90	28,258 56
Astoria and Hunter's Point .....	2,300 00		2,300 00
Atlantic Avenue .....	4,660 08		4,660 08
Atburn and Owasco Lake .....	26 34	1,798 43	1,824 77
Babylon .....	175 00		175 00
Broadway (Brooklyn) .....	6,674 26	3,703 21	10,377 47
Broadway and Seventh Avenue .....	28,784 62	28,787 62	57,572 24
Brooklyn City .....	180,475 89	56,043 67	236,519 56
Brooklyn City and Newtown .....	6,739 63	8,614 69	15,354 31
Brooklyn Crostown .....	6,983 60	2,062 15	9,045 75
Buffalo East Side Street .....	2,628 49	1,383 17	4,011 66
Buffalo Street .....	8,909 91	2,964 83	11,874 74
Bushwick .....	8,390 15	1,780 66	10,170 81
Central City .....	897 99	909 63	1,807 63
Central Crostown .....	3,834 84	1,162 75	4,997 59
Central Park, North and East River .....	27,993 33	6,694 98	34,688 31
Christopher and Tenth Street .....	4,167 16	4,286 26	8,453 44
City of Poughkeepsie .....	891 94	304 90	1,196 84
Coney Island and Brooklyn .....	9,637 38	1,330 78	10,968 16
Dry Dock, East Broadway and Battery .....	32,609 45	18,063 13	50,672 58
Dunkirk and Fredonia .....	300 00	507 26	807 26
East Genesee Street and Seward Avenue .....	52 67		52 67
Eighth Avenue .....	38,701 72	21,793 77	60,495 49
Elmira and Horseheads .....	1,921 50	666 61	2,588 11
Fifth Ward .....	846 43	154 76	1,001 19
Fonda and Fultonville .....	180 00	30 00	210 00
Forty-second Street and Grand Street Ferry .....	9,533 40	17,635 48	27,168 88
Frankfort and Ilion .....	378 07	105 98	484 05
Genesee and Water Street .....	1,565 93	164 14	1,730 06
Grand Street and Newtown .....	3,425 43	1,482 91	4,908 34
Grand Street, Prospect Park and Flatbush .....	2,929 02	386 95	3,315 97
Harlem Bridge, Morrisania and Fordham .....	2,893 39	1,863 97	4,757 36
Herkimer and Mohawk Street .....	66 55	339 65	406 20
Houston, West Street and Pavonia Ferry .....	21,691 91	1,985 26	23,677 18



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Jamaica, Westchester and Brooklyn.....	300 30	907 16	407 06
Manhasset Neck, Westchester and Rockaway.....	100 03	854 63	403 00
Manhasset Neck, Westchester and Rockaway.....	313 86	170 00	1,450 06
Manhasset Neck, Westchester and Rockaway.....	1,070 00		1,170 00
Long Island City, Shore.....	1,103 94		1,174 85
Long Island City, Shore.....	135 43	7 01	468 77
Long Island City, Shore.....	300 00	315 05	389 25
Long Island City, Shore.....	6,507 90	90 26	6,777 23
New Brighton and Oyster Bay.....	24,792 38	170 36	6,777 23
New Brighton and Oyster Bay.....	5,068 32	24,116 28	48,908 80
New York and Harlem.....	1,828 90	5,697 25	10,655 50
New York and Harlem.....	17,700 40	5,654 31	2,293 21
North Second Street and Canal Island.....	4,684 13	2,435 46	20,144 95
North Second Street and Canal Island.....	25,567 32	1,236 27	5,920 40
North Second Street and Canal Island.....	11,543 33	14,667 08	38,344 40
North Second Street and Canal Island.....	868 61	15,300 87	26,843 20
Syracuse and Geddes.....	1,228 35	1,748 35	2,616 06
Syracuse and Geddes.....	750 00	300 42	1,337 77
Syracuse and Geddes.....	268 26	215 00	965 00
Third Avenue.....	20,316 84	394 48	657 74
Troy and Albany.....	518 61	67,301 28	87,678 12
Troy and Albany.....	7,843 10	1,087 10	1,105 71
Twenty-third Street.....	13,944 04	3,794 11	11,637 91
Utica, Old Market and Binghamton.....	977 05	19,119 58	35,064 92
Utica, Old Market and Binghamton.....	210 00	339 70	1,316 75
Van Brunt Street and Erie Basin.....	115 28	25 15	255 43
Washington Street and State Asylum.....	173 17		173 17
Washington Turnpike and Railroad.....	7,986 50	2,456 01	10,442 51
	\$528,904 57	\$350,063 23	\$878,967 79

TABLE F.  
COST OF OPERATING ROAD, AND FOR REPAIRS.

NAME OF ROAD.	(32)	(33)	(34)	(35)	(36)	(37)	(38)
	General super- intendence.	Officers, clerks, agents, and office ex- penses.	Conductors, drivers and engineers on dummy cars.	Watchmen, starters, switchmen, etc.	Repairs of dummy cars.	Repairs of cars and sleighs.	Repairs of harness, incl- uding material, etc.
Albany.....	\$4,323 04	a	\$25,192 78	\$376 40	.....	\$3,534 14	\$1,120 17
Amsterdam.....	40 00	.....	1,040 80	.....	.....	120 35	11 30
Astoria and Hunter's Point.....	.....	.....	3,800 00	750 00	.....	125 00	30 00
Atlantic Avenue.....	5,000 00	\$6,145 23	56,983 86	6,450 25	.....	6,701 81	2,390 53
Auburn and Owaseo Lake.....	.....	50 50	747 03	.....	.....	165 05	17 06
Babylon.....	.....	a	300 00	.....	.....	30 00	.....
Broadway (Brooklyn).....	10,165 68	21,216 92	40,734 18	6,618 43	\$6,309 12	543 04	710 95
Broadway and Seventh Avenue.....	2,500 00	31,104 44	176,436 19	19,344 30	.....	33,596 87	4,594 62
Brooklyn City.....	.....	3,104 44	339,942 97	62,967 40	5,330 73	40,145 90	10,637 40
Brooklyn City and Newtown.....	.....	5,678 41	39,310 98	9,145 75	.....	9,538 76	1,248 22
Brooklyn Cross-town.....	.....	7,818 64	37,863 86	8,519 79	.....	13,985 31	1,136 48
Buffalo East Side Street.....	600 00	1,945 04	14,029 75	.....	.....	478 36	331 80
Buffalo Street.....	1,200 00	9,362 50	26,818 67	.....	.....	10,533 69	1,502 23
Bushwick.....	3,960 23	7,983 02	60,037 26	12,353 91	545 00	7,760 45	1,130 93
Central City.....	900 00	200 00	2,600 00	.....	.....	426 12	.....
Central Cross-town.....	.....	4,596 98	19,671 69	4,433 21	.....	5,382 92	1,068 66
Central Park, North and East River.....	2,253 33	23,133 89	164,168 35	25,333 09	.....	20,033 14	3,079 73
Christopher and Tenth Street.....	5,000 00	6,697 09	.....	21,113 25	.....	4,862 66	1,452 67
City of Poughkeepsie.....	1,283 80	305 96	2,004 23	1,110 77	.....	125 66	70 91
Coney Island and Brooklyn.....	.....	6,170 23	45,478 84	.....	.....	2,254 63	1,489 33
Dry Dock, East Broadway and Battery.....	.....	26,028 36	133,844 73	9,512 41	.....	21,914 01	2,924 44
Dunkirk and Fredonia.....	.....	.....	874 14	a	.....	124 10	34 31
East Genesee Street and Seward Avenue.....	600 00	101 00	1,591 05	.....	.....	330 11	34 17
Elmira Avenue.....	5,000 00	21,691 45	167,882 59	15,319 01	.....	35,444 08	4,447 84
Elmira and Horseheads.....	800 08	5,308 09	2,579 42	416 00	.....	2,032 19	152 68
Fifth Ward.....	840 00	210 00	1,920 00	1,260 00	.....	1,289 90	61 46
Fonda and Fultonville.....	60 00	a	63,642 71	a	.....	20 00	.....
Forty-second Street and Grand Street Ferry.....	14,676 37	.....	.....	.....	.....	8,208 79	1,052 07
Frankfort and Ilion.....	1,292 00	.....	.....	.....	.....	.....	.....
Genesee and Water Street.....	700 00	131 56	4,967 27	.....	.....	630 17	908 63
Grand Street and Newtown.....	1,900 00	1,534 57	25,617 85	4,466 20	.....	4,045 14	374 70
Grand Street, Prospect Park and Flatbush.....	.....	8,831 14	24,227 06	1,302 88	.....	6,114 27	852 03
Harlem Bridge, Morrisania and Fordham.....	.....	4,629 24	16,044 25	.....	.....	2,861 60	339 26
Herkimer and Mohawk Street.....	.....	9 46	623 50	.....	.....	55 57	.....
Houston, West Street and Pavonia Ferry.....	3,500 00	4,113 80	25,561 21	12,648 58	.....	12,180 61	1,303 57
Jamaica, Woodhaven and Brooklyn.....	1,000 00	a	2,439 81	1,192 00	.....	978 60	45 00

## RAILROAD REPORT.

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[illegible]**Total cost of operating road.**

**For nine months.**

**b For three months.**

**a In preceding.**

TABLE F—(Continued).

NAME OF ROAD.	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)
	Horseshoe- ing, material and labor.	Horses and mules.	Stable expenses.	Feed, grain, hay, and grinding.	Fuel, gas, and lights.	Oil and waste.	Water tax.	Damages to persons and property and medical at- tendance.
Albany.....	\$3,177 47	\$3,477 46	\$7,207 55	\$13,457 21	\$1,336 09	a	\$1,861 60	\$53 85
Amsterdam Street.....	128 60	310 00	130 00	13 80	18 80	12 00	.....	.....
Astoria and Hunter's Point.....	360 00	900 00	700 00	2,600 00	30 00	22 00	.....	.....
Atlantic Avenue.....	5,630 06	8,734 50	18,517 60	37,389 62	1,262 29	66 70	.....	2,198 55
Auburn and Owasco Lake.....	70 00	.....	10 31	37,873 73	.....	6 25	15 50	.....
Babylon.....	12 00	.....	.....	120 00	.....	.....	.....	.....
Broadway (Brooklyn).....	3,820 06	3,880 00	12,648 49	24,371 06	3,321 22	864 07	451 57	664 51
Broadway and Seventh Avenue.....	21,924 24	34,400 00	58,538 26	106,194 24	5,915 81	727 75	1,581 50	1,964 50
Brooklyn City.....	31,923 69	48,118 50	123,967 21	192,354 23	7,707 91	1,038 02	.....	11,618 40
Brooklyn City and Newtown.....	3,760 34	5,860 00	9,154 62	28,604 63	693 14	225 74	.....	7,531 58
Brooklyn Cross-town.....	4,089 33	12,084 50	13,647 87	26,251 13	1,149 35	135 66	475 54	1,250 60
Buffalo East Side Street.....	1,190 62	2,340 00	13,667 75	a	223 88	228 81	60 00	13 10
Buffalo Street.....	3,574 78	4,028 15	19,329 10	14,024 39	1,985 30	106 60	467 75	39 25
Bushwick.....	4,261 13	6,760 00	12,104 08	26,718 48	1,821 05	106 60	750 56	214 03
Central City.....	723 90	.....	900 00	2,003 87	.....	343 06	.....	.....
Central Cross-town.....	2,865 53	3,428 00	9,163 29	18,378 15	714 75	487 17	290 35	85 18
Central Park, North and East River.....	14,691 44	28,345 00	53,565 24	81,619 99	3,900 49	304 75	953 86	1,782 90
Christopher and Tenth Street.....	3,117 19	9,360 00	9,174 43	16,287 80	1,648 81	a	133 40	1,884 00
City of Poughkeepsie.....	633 61	588 85	1,437 45	2,297 67	95 57	.....	56 76	23 00
Coney Island and Brooklyn.....	4,180 63	8,507 25	12,130 42	26,576 23	1,389 91	293 55	231 74	705 00
Dry Dock, East Broadway and Battery.....	12,350 64	24,617 50	43,419 57	70,627 06	8,116 00	783 06	790 60	4,276 24
Dunkirk and Fredonia.....	108 70	.....	224 74	699 78	13 50	94 63	5 00	.....
East Genesee and Seward Avenue.....	142 00	.....	20 64	1,145 45	.....	12 60	81 00	.....
Elgin Avenue.....	18,419 32	40,457 00	49,132 34	132,433 25	7,044 63	782 25	1,618 13	1,742 40
Elmira and Horseheads.....	574 65	.....	1,215 27	1,832 21	151 39	38 70	75 60	82 29
Fifth Ward.....	589 37	327 64	166 75	1,907 90	37 45	.....	.....	.....
Fonda and Fultonville.....	.....	624 00	.....	.....	.....	.....	.....	.....
Forty-second Street and Grand Street Ferry.....	7,831 09	19,425 00	24,793 04	31,851 61	884 89	30 00	721 73	1,009 50
Frankfort and Ilion.....	.....	.....	.....	25 00	.....	.....	.....	.....
Genesee and Water Street.....	644 96	648 41	216 83	2,009 86	230 77	.....	.....	10 37
Grand Street and Newtown.....	3,118 62	6,817 55	7,621 59	16,088 11	625 32	.....	255 43	183 50
Grand Street, Prospect Park and Flatbush.....	1,999 84	6,145 00	6,770 49	16,832 37	33 50	876 63	169 76	.....
Hartem Bridge, Morrisania and Fordham.....	2,335 24	1,715 00	8,322 93	11,816 86	403 74	29 05	885 78	264 00
Herkimer and Mohawk Street.....	.....	.....	.....	25 10	.....	2 50	.....	.....
Houston, West Street and Pavonia Ferry.....	4,638 48	8,705 00	13,350 91	24,985 54	1,760 76	114 57	294 75	108 00
Jamaica, Woodhaven and Brooklyn.....	757 38	.....	1,645 75	3,796 83	83 50	22 40	.....	.....
Johnstown, Gloversville and Kingsboro (b).....	90 14	.....	921 57	291 55	8 38	.....	.....	.....







TABLE F—(Continued).

NAME OF ROAD.	(47) Law expenses.	(48) Rents and use of other roads, ferries, etc.	(49) Insurance.	(50) Advertising and printing.	(51) United States tax on earn- ings.	(52) Contingencies.	(53) Total cost of operating road, and repairs.
Albany.....	\$500 00	\$1,432 50	\$830 00	\$734 27	\$1,033 89	\$195 26	\$76,433 18
Amsterdam Street.....	.....	.....	18 67	26 00	.....	86 80	2,670 92
Astoria and Hunter's Point.....	150 00	.....	17 00	20 00	.....	.....	2,494 00
Atlantic Avenue.....	2,725 08	2,061 36	1,184 06	417 99	.....	3,025 00	166,811 56
Auburn and Owasco Lake.....	18 11	.....	74 76	6 17	.....	103 68	1,897 16
Babylon.....	.....	50 00	.....	.....	.....	.....	512 00
Broadway (Brooklyn).....	1,109 51	245 00	1,403 04	30 50	.....	3,051 17	129,992 22
Broadway and Seventh Avenue.....	12,353 37	.....	3,103 25	43 40	.....	12,742 87	517,017 30
Brooklyn City.....	2,400 00	.....	5,963 03	9,253 99	.....	24,932 04	962,353 43
Brooklyn City and Newtown.....	3,598 10	1,792 61	1,360 00	231 86	.....	2,664 78	125,498 07
Brooklyn Crostown.....	817 28	1,233 55	1,412 82	712 71	.....	7,884 14	143,138 01
Buffalo East Side Street.....	635 47	.....	393 00	509 27	.....	28 22	35,579 37
Buffalo Street.....	1,866 48	.....	1,606 32	2,114 45	.....	3,582 26	102,271 72
Bushwick.....	1,300 57	4,354 70	1,246 71	185 00	.....	5,979 83	159,784 55
Central City.....	.....	.....	147 12	.....	.....	620 35	8,521 37
Central Crostown.....	5 75	900 00	540 00	830 56	.....	8,463 91	76,827 55
Central Park, North and East River.....	280 44	6,875 00	3,296 32	978 18	.....	5,953 15	440,929 28
Christopher and Tenth Street.....	360 27	300 00	1,173 60	848 15	.....	1,060 00	82,861 82
City of Poughkeepsie.....	.....	.....	162 86	10 35	.....	303 74	10,515 49
Coney Island and Brooklyn.....	173 75	295 00	1,412 43	583 92	.....	2,473 60	138,776 59
Dry Dock, East Broadway and Battery.....	2,417 18	8,097 85	5,894 90	506 93	.....	4,625 99	870,263 19
Dunkirk and Fredonia.....	.....	55 50	18 25	.....	.....	.....	2,084 65
East Genesee Street and Seward Avenue.....	35 22	.....	149 50	12 33	.....	207 37	4,416 34
Elmhurst and Horseheads.....	6,006 80	10,930 00	2,572 50	507 97	.....	5,552 95	517,414 57
Fifth Ward.....	126 92	.....	194 50	623 34	.....	623 82	16,624 18
Fonda and Fultonville.....	.....	.....	142 87	72 93	.....	626 07	9,442 96
Forty-second Street and Grand Street Ferry.....	2,533 88	1,500 00	1,584 82	.....	.....	10,128 19	190,443 58
Frankfort and Ilion.....	.....	.....	.....	35 85	.....	.....	1,372 85
Genesee and Water Streets.....	78 00	.....	151 27	106 94	.....	212 93	11,538 00
Grand Street and Newtown.....	1,150 00	.....	872 97	216 95	.....	984 83	72,819 16
Harlem Bridge, Prospect Park and Flatbush.....	383 50	2,631 88	886 16	293 20	.....	633 21	72,301 43
Herkimer and Mohawk Street.....	187 11	407 60	1,101 91	356 56	.....	1,018 63	53,614 38
Houston, West Street and Paxonla Ferry.....	200 00	25 00	.....	26 49	.....	1,470 00	2,297 62
Jamaica, Woodhaven and Brooklyn.....	.....	6,886 16	1,207 02	682 87	.....	1,900 48	123,505 34
Johnstown, Gloversville and Kingsboro [a].....	50 00	100 00	370 00	47 30	.....	.....	12,388 16
Johnstown, Gloversville and Kingsboro [b].....	.....	150 00	83 25	11 70	.....	17 37	1,573 94
Kingston and Rondout.....	430 47	2,929 80	.....	21 60	.....	81 66	7,324 33
.....	.....	.....	380 27	.....	.....	414 60	11,319 06

Long Island City and Calvary Cemetery.....	112 26	300 00	4 98	1,817 25
Long Island City Shore.....	550 00	300 00	102 14	1,383 37
New Brighton and Onondaga Valley.....	430 00	1,008 00	304 70	1,670 60
New Williamsburgh and Flatbush.....	3,558 90	200 00	1,008 87	3,548 80
New York and Harlem.....	1,032 64	10 00	3,550 00	378,410 71
North Avenue.....	1,200 00	1,000 00	371 15	534,873 85
North Second Street and Middle Village.....	3,240 03	3,217 45	200 57	555 60
Prospect Park and Coney Island.....	1,011 10	1,019 44	7,051 07	159 75
Rockefeller City and Brighton.....	1,500 00	631 00	60 35	13,764 53
Second Avenue.....	5,008 85	273 30	9,035 50	507,520 97
SIXTH AVENUE.....	1,524 66	4,000 00	430 64	13,668 73
South Brooklyn Central.....	a	a	a	5,200 99
South Ferry.....	3,025 00	320 00	161 12	58,643 78
Staten Island Shore.....	210 00	150 50	15 00	30,354 78
Syracuse and Geddes.....	50 00	210 00	350 00	17,241 91
Syracuse and Onondaga.....	18 00	210 00	75 00	8,026 65
Third Avenue.....	16,461 11	8,500 00	45 93	8,037 45
Troy and Albion.....	883 52	206 34	1,359 55	884,402 09
Troy and Lansingburgh.....	15,471 45	6,068 33	111 30	12,998 79
Twenty-third Street.....	5 00	6,750 77	28 20	105,211 48
Utica, Clinton and Binghamton.....	25 00	1,225 00	73 48	280,382 65
Utica and Mohawk.....	25 00	25 75	5 75	27,355 21
Van Brunt Street and Erie Basin.....	300 00	250 00	127 59	1,609 43
Washington Street and State Asylum.....			136 83	10,377 26
Watervliet Turnpike and Railroad.....			15 00	2,370 79
			1,310 70	52,002 35
	\$102,612 52	\$93,492 13	\$23,785 10	\$8,027,255 71

a For three months.

b For nine months.

\$1,024,612 52

\$93,462 13

\$58,750 99

\$23,785 10

\$1,003,89

\$296,777 69

\$8,027,292 71

TABLE G.  
EARNINGS.

NAME OF ROAD.	(54)	(55)	(56)	(57)
	Passengers.	Freight.	Other sources.	Total earnings
Albany.....	\$94,688 00	\$5,769 85	\$2,555 80	\$102,993 65
Amsterdam Street.....	2,984 80	.....	.....	2,984 80
Amoria and Hunter's Point.....	10,612 00	.....	.....	11,212 00
Atlantic Avenue.....	243,282 45	.....	.....	278,728 81
Auburn and Owasco Lake.....	2,351 02	.....	36,446 89	2,351 02
Babylon.....	438 90	.....	.....	438 90
Broadway (Brooklyn).....	208,285 77	.....	8,567 27	216,853 04
Broadway and Seventh Avenue.....	922,627 88	.....	21,001 67	943,629 55
Brooklyn City.....	1,460,410 76	.....	34,229 20	1,494,639 96
Brooklyn City and Newtown.....	183,881 66	.....	8,546 19	192,427 85
Brooklyn Crossover.....	208,286 76	.....	8,551 23	216,837 99
Buffalo East Side Street.....	60,783 57	.....	2,072 75	62,856 32
Buffalo Street.....	170,991 75	.....	6,346 31	177,338 06
Rushwick.....	217,773 75	.....	2,260 26	220,034 01
Central City.....	15,116 86	.....	316 09	15,432 95
Central Crossover.....	117,843 83	.....	1,456 77	119,300 60
Central Park, North and East River.....	601,973 04	.....	29,586 76	721,559 80
Christopher and Tenth Street.....	103,716 15	.....	2,016 35	105,732 50
City of Poughkeepsie.....	12,726 47	.....	8,080 43	16,119 79
Coney Island and Brooklyn.....	177,758 71	312 90	4,759 80	182,831 41
Dry Dock, East Broadway and Battery.....	698,974 54	4,835 97	12,309 59	707,284 13
Dunkirk and Freetonia.....	6,445 73	.....	1,063 51	7,514 24
East Genesee Street and Seward Avenue.....	4,202 46	.....	40 00	4,242 46
Elmhurst Avenue.....	714,409 89	.....	80,610 00	746,110 88
Elmhurst and Horseheads.....	15,620 39	.....	92 89	15,713 28
Fifth Ward.....	12,357 18	.....	122 50	12,479 68
Fonda and Fultonville.....	927 50	.....	350 00	1,277 50
Forty-second Street and Grand Street Ferry.....	335,207 73	.....	1,296 10	336,503 83
Frankfort and Ilion.....	1,768 96	.....	.....	1,768 96
Genesee and Water Street.....	14,167 71	.....	235 70	14,403 41
Grand Street and Newtown.....	95,356 73	.....	8,401 47	98,818 20
Hackett Bridge, Prospect Park and Flatbush.....	83,532 27	.....	1,106 94	84,639 21
Herkimer and Mohawk Street.....	75,863 41	.....	1,889 64	77,753 05
Houston, West Street and Payonia Ferry.....	3,546 00	.....	407 75	3,953 75
Jamaica, Woodhaven and Brooklyn.....	167,863 05	.....	16,419 53	184,282 58
Johnstown, Gloversville and Kingsboro.....	14,196 50	.....	2,316 60	16,513 00
Johnstown, Gloversville and Kingsboro (a).....	2,470 00	.....	1,942 14	3,712 14
Johnstown, Gloversville and Kingsboro (b).....	6,656 55	.....	1 25	6,657 80
Kingston and Rondout.....	10,201 19	.....	286 81	10,488 00

## RAILROAD REPORT.

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[illegible]

**For three months,**

**b For nine months.**

TABLE G—(Continued).  
PAYMENTS OTHER THAN FOR CONSTRUCTION.

NAME OF ROAD.	(58)	(59)	(60)	(61)	(62)
	Transportation expenses, main- tenance and re- pairs.	Interest.	Dividends.	All other payments.	Total payments.
<i>Albany</i> .....	\$85,300 00	\$6,124 61	\$5,000 00	\$6,722 89	\$104,228 10
<i>Amsterdam Street</i> .....	5,920 48	11 77	.....	.....	5,932 25
<i>Astoria and Hunter's Point</i> .....	11,794 00	33,678 12	.....	20 25	13,354 00
<i>Atlantic Avenue</i> .....	173,170 07	1,549 75	16,315 00	.....	222,503 19
<i>Auburn and Owaseo Lake</i> .....	1,883 50	1,408 75	.....	.....	3,292 25
<i>Babylon</i> .....	687 00	.....	.....	.....	687 00
<i>Broadway (Brooklyn)</i> .....	139,370 29	17,723 05	24,000 00	.....	181,093 34
<i>Broadway and Seventh Avenue</i> .....	574,500 54	119,000 00	199,500 00	.....	893,000 54
<i>Brooklyn City</i> .....	1,148,882 49	27,609 65	220,000 00	.....	1,496,492 14
<i>Brooklyn City and Newtown</i> .....	139,722 38	31,126 15	.....	.....	170,848 53
<i>Brooklyn Crossover</i> .....	192,133 75	21,030 00	.....	.....	213,163 75
<i>Buffalo East Side Street</i> .....	39,591 03	15,083 41	.....	1,378 00	56,052 43
<i>Buffalo Street</i> .....	113,416 45	43,928 64	.....	.....	157,345 10
<i>Buherick</i> .....	109,905 26	22,731 32	15,450 00	720 00	208,806 58
<i>Central</i> .....	10,328 99	420 00	4,000 00	.....	14,748 99
<i>Central Crossover</i> .....	81,815 14	17,576 62	.....	.....	99,391 76
<i>Central Park, North and East River</i> .....	475,617 59	81,751 79	.....	.....	557,369 38
<i>Christopher and Tenth Street</i> .....	91,314 26	7,892 86	102,363 30	.....	199,470 42
<i>City of Poughkeepsie</i> .....	11,212 33	523 22	.....	118 25	12,853 80
<i>Coney Island and Brooklyn</i> .....	139,764 73	21,020 62	.....	2,297 75	161,083 10
<i>Dry Dock, East Broadway and Battery</i> .....	430,927 77	69,496 84	96,000 00	20,700 82	586,124 43
<i>Dunkirk and Fredonia</i> .....	2,891 91	.....	5,016 00	442 00	8,350 91
<i>East Genesee and Seward Avenue</i> .....	4,469 01	1,173 83	.....	.....	5,642 84
<i>Elgin Avenue</i> .....	677,910 06	15,220 00	120,000 00	.....	813,130 06
<i>Elmira and Horseheads</i> .....	10,219 29	1,320 43	.....	.....	11,539 72
<i>Fifth Ward</i> .....	10,444 14	1,600 90	.....	.....	12,045 04
<i>Fonda and Fairville</i> .....	934 00	.....	.....	.....	934 00
<i>Fort-second Street and Grand Street Ferry</i> .....	217,612 46	16,520 00	82,280 00	.....	316,412 46
<i>Frankfort and Union</i> .....	1,826 40	.....	.....	.....	1,826 40
<i>Genesee and Watson Streets</i> .....	13,268 66	1,309 50	.....	.....	14,578 16
<i>Grand Street and Newtown</i> .....	77,727 50	1,826 81	.....	2,563 91	82,118 22
<i>Grand Street, Prospect Park and Flatbush</i> .....	79,627 39	23,273 04	.....	1,060 00	103,960 43
<i>Harlem Bridge, Morrisania and Fordham</i> .....	57,312 04	10,220 00	.....	.....	67,532 04
<i>Heronian and Mohawk Street</i> .....	2,637 82	.....	850 00	.....	3,487 82
<i>Houston, West Street and Favonia Ferry</i> .....	146,482 50	36,072 61	.....	.....	182,555 11



## RAILROAD REPORT.

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Jamaica, Woodhaven and Brooklyn.....	13,795 82	.....	800 00	.....	136 77	.....	13,795 82
Johnston, Gloversville and Kingsboro.....	2,037 84	.....	.....	.....	.....	.....	2,037 84
Kingston, Gloversville and Kingsboro.....	11,400 01	.....	.....	.....	.....	.....	11,400 01
Kingston and Rondout.....	2,857 95	.....	.....	.....	.....	.....	2,857 95
Long Island City and Calvary Cemetery.....	19,500 22	.....	.....	.....	87 50	.....	19,587 72
Long Island City Shore.....	10,000 35	.....	1,900 00	.....	.....	.....	4,032 76
Mohawk and Onondaga Valley.....	2,832 76	.....	.....	.....	.....	.....	2,270 36
New Brighton and Onondaga Valley.....	1,800 36	.....	.....	.....	.....	.....	74,004 01
New Williamsburgh and Flatbush.....	70,528 90	.....	.....	.....	.....	.....	710,123 56
New York and Harlem.....	427,323 56	.....	283,500 00	.....	300 00	.....	70,001 85
Ninth Avenue.....	61,525 35	.....	.....	.....	.....	.....	50,404 32
North Second Street and Middle Village.....	57,442 21	.....	.....	.....	.....	.....	1,902 11
Prospect Park and Coney Island.....	178,190 47	.....	.....	.....	.....	.....	37,837 31
Rochester City and Brighton.....	75,088 92	.....	10,500 00	.....	6,250 00	.....	104,013 34
Second Avenue.....	540,440 47	.....	72,000 00	.....	.....	.....	730,403 11
Sixth Avenue.....	600,293 59	.....	.....	.....	.....	.....	632,483 59
South Brooklyn Central.....	38,442 76	.....	.....	.....	.....	.....	47,392 76
South Ferry.....	31,971 74	.....	.....	.....	.....	.....	43,171 74
Statens Island Shore.....	18,579 68	.....	.....	.....	.....	.....	18,579 68
Syracuse and Geddes.....	8,091 05	.....	2,500 00	.....	433 86	.....	13,148 91
Syracuse and Onondaga.....	8,635 19	.....	4,500 00	.....	.....	.....	13,525 06
Third Avenue.....	976,080 21	.....	513,000 00	.....	.....	.....	1,631,080 21
Troy and Albany.....	14,194 50	.....	.....	.....	.....	.....	16,354 50
Troy and Lansingburgh.....	117,845 69	.....	.....	.....	.....	.....	192,206 88
Twenty-third Street.....	313,417 88	.....	625,500 00	.....	.....	.....	445,406 81
Utica, Clinton and Binghamton.....	28,671 99	.....	354,750 00	.....	309 18	.....	28,671 99
Utica and Mohawk.....	1,844 98	.....	.....	.....	.....	.....	1,903 58
Van Brunt Street and Erie Basin.....	10,492 54	.....	.....	.....	120 00	.....	11,692 54
Washington Street and State Asylum.....	2,343 90	.....	.....	.....	.....	.....	2,543 96
Watervliet Turnpike and Railroad.....	62,444 87	.....	.....	.....	.....	.....	71,872 43
	\$3,900,428 05	\$1,140,172 37	\$1,918,104 30	\$43,630 36		\$12,008,333 08	

a Includes dividend on stock of 125th Street R. R. Co.

b Includes dividend on stock of Bloecker Street and Fulton Ferry R. R. Co.

c Includes dividend on stock of Troy and Cohoes R. R. Co.

TABLE G—(Continued).  
PAYMENTS OTHER THAN FOR CONSTRUCTION.

NAME OF ROAD.	(58) Transportation expenses main- tenance and re- pairs.	(59) Interest.	(60) Dividends.	(61) All other payments.	(62) Total payments.
Albany.....	\$86,890 60	\$6,124 61	\$6,000 00	\$6,722 89	\$104,238 10
Amsterdam Street.....	2,923 48	11 77	.....	.....	2,941 25
Asoria and Hunter's Point.....	11,794 00	1,549 75	.....	20 25	13,364 00
Atlantic Avenue.....	173,170 07	33,078 12	16,315 00	.....	222,563 19
Auburn and Owaseo Lake.....	1,893 50	1,408 75	.....	.....	3,292 25
Babylon.....	687 00	.....	.....	.....	687 00
Broadway (Brooklyn).....	180,370 29	17,723 05	24,000 00	.....	181,093 84
Broadway and Seventh Avenue.....	574,599 54	119,000 00	199,500 00	.....	893,099 54
Brooklyn City.....	1,143,883 49	27,509 63	290,000 00	.....	1,461,392 14
Brooklyn City and Newtown.....	130,783 38	31,128 15	.....	.....	170,903 53
Brooklyn Cross-town.....	152,133 76	21,630 00	.....	.....	173,763 76
Buffalo East Side Street.....	39,591 03	18,083 41	.....	1,878 09	56,064 53
Buffalo Street.....	113,416 46	43,928 64	.....	.....	157,375 10
Bushwick.....	169,905 26	22,731 32	15,450 00	720 00	208,806 58
Central City.....	10,329 99	420 00	4,000 00	.....	14,748 99
Central Cross-town.....	81,815 14	17,576 69	.....	.....	99,391 76
Central Park, North and East River.....	476,617 59	84,751 79	102,863 30	.....	664,232 68
Christopher and Tenth Street.....	91,314 26	7,892 86	.....	.....	99,207 37
City of Poughkeepsie.....	11,212 33	652 23	.....	118 25	14,012 80
Conoy Island and Brooklyn.....	130,764 75	21,020 62	.....	2,267 75	181,486 19
Dry Dock, East Broadway and Battery.....	420,937 77	69,496 84	96,000 00	20,700 82	586,424 61
Dunkirk and Fredonia.....	2,391 91	.....	3,016 00	442 00	6,379 91
East Genesee and Seward Avenue.....	4,469 01	1,173 83	.....	.....	5,642 84
Elmira Avenue.....	577,910 06	15,230 43	120,000 00	.....	713,140 05
Elmira and Horseheads.....	10,212 29	1,230 43	.....	.....	20,442 72
Fifth Ward.....	10,444 14	1,800 90	.....	.....	12,045 04
Fonda and Fultonville.....	324 00	.....	.....	.....	324 00
Forty-second Street and Grand Street Ferry.....	217,012 46	16,520 00	82,280 00	.....	316,412 46
Frankfort and Ilion.....	1,830 90	.....	.....	.....	1,830 90
Genesee and Water Streets.....	13,268 06	1,396 50	.....	5,563 91	17,229 07
Grand Street and Newtown.....	77,727 50	11,666 81	.....	1,050 00	90,444 31
Grand Street, Prospect Park and Flatbush.....	75,627 39	23,973 04	.....	.....	99,600 43
Harlem Bridge, Morrisania and Fordham.....	57,912 04	10,320 00	.....	.....	68,232 04
Herkimer and Mohawk Street.....	2,637 82	.....	520 00	.....	3,157 82
Houston, West Street and Pavonia Ferry.....	116,493 50	38,673 61	.....	.....	155,167 11

Jamaica, Woodhaven and Brooklyn.....	19,765 92	.....	.....	.....	180 77	.....	.....	.....	.....
Johnstown, Gloversville and Kingsboro.....	2,417 81	.....	.....	.....	.....	.....	.....	.....	.....
Johnstown, d. l. Rondout.....	7,175 00	.....	.....	.....	.....	.....	.....	.....	.....
Long Island City and Calvary Cemetery.....	2,457 25	.....	.....	.....	87 60	.....	.....	.....	.....
Long Island City Shore.....	10,552 81	.....	.....	.....	.....	.....	.....	.....	.....
Long Island City.....	4,033 76	.....	.....	.....	.....	.....	.....	.....	.....
Mohawk and Ulton.....	2,370 36	.....	.....	.....	.....	.....	.....	.....	.....
New Brighton and Oronodaga Valley.....	74,004 01	.....	.....	.....	300 00	.....	.....	.....	.....
New Williamsburgh and Flatbush.....	710,825 46	.....	.....	.....	.....	.....	.....	.....	.....
New York and Harlem.....	70,001 85	.....	.....	.....	.....	.....	.....	.....	.....
Ninth Avenue.....	50,004 82	.....	.....	.....	.....	.....	.....	.....	.....
North Second Street and Middle Village.....	210,027 78	.....	.....	.....	.....	.....	.....	.....	.....
Prospect Park and Coney Island.....	104,013 54	.....	.....	.....	6,250 00	.....	.....	.....	.....
Rochester City and Brighton.....	780,443 11	.....	.....	.....	.....	.....	.....	.....	.....
Second Avenue.....	682,483 50	.....	.....	.....	.....	.....	.....	.....	.....
Sixth Avenue.....	47,392 76	.....	.....	.....	.....	.....	.....	.....	.....
South Brooklyn Central.....	43,171 74	.....	.....	.....	.....	.....	.....	.....	.....
South Ferry.....	18,579 68	.....	.....	.....	.....	.....	.....	.....	.....
Staten Island Shore.....	13,748 91	.....	.....	.....	453 86	.....	.....	.....	.....
Syracuse and Geddes.....	13,923 06	.....	.....	.....	.....	.....	.....	.....	.....
Syracuse and Onondaga.....	1,631,040 91	.....	.....	.....	.....	.....	.....	.....	.....
Third Avenue.....	16,584 50	.....	.....	.....	.....	.....	.....	.....	.....
Troy and Albion.....	182,098 88	.....	.....	.....	.....	.....	.....	.....	.....
Troy and Lansingburgh.....	445,068 81	.....	.....	.....	809 18	.....	.....	.....	.....
Twenty-third Street.....	28,671 99	.....	.....	.....	.....	.....	.....	.....	.....
Utica, Clinton and Binghamton.....	1,963 88	.....	.....	.....	.....	.....	.....	.....	.....
Utica and Mohawk.....	1,602 74	.....	.....	.....	150 00	.....	.....	.....	.....
Van Brunt Street and Erie Basin.....	2,643 86	.....	.....	.....	.....	.....	.....	.....	.....
Washington Street and State Asylum.....	71,873 43	.....	.....	.....	.....	.....	.....	.....	.....
Watervliet Turnpike and Railroad.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	\$3,906,426 05	\$1,140,172 37	\$1,918,104 80	\$43,630 36	\$12,008,333 08				

<sup>a</sup> Includes dividend on stock of 125th Street R. R. Co.

<sup>b</sup> Includes dividend on stock of Bloeker Street and Fulton Ferry R. R. Co.

<sup>c</sup> Includes dividend on stock of Troy and Cohoes R. R. Co.

TABLE H.  
CLASSIFICATION OF ACCIDENTS.

NAME OF ROAD.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Albany.....	...	2	...	...	...	...	...	2
Atlantic Avenue.....	...	8	...	...	...	1	...	9
Broadway of Brooklyn.....	...	1	...	...	1	...	1	1
Broadway and Seventh Avenue.....	...	2	...	...	3	...	3	2
Brooklyn City.....	2	2	1	...	...	5	...	7
Brooklyn City and Newtown.....	1	...	...	...	...	...	1	...
Brooklyn Crosstown.....	...	...	...	...	2	2	2	2
Buffalo East Side.....	...	...	...	...	...	1	...	1
Bushwick.....	...	2	...	...	...	1	...	3
Central Crosstown.....	...	...	...	...	2	3	2	3
Central Park, North and East River.....	...	5	1	...	2	3	2	9
Christopher and Tenth Street.....	...	...	...	1	1	1	1	1
City of Poughkeepsie.....	...	...	1	...	...	...	...	1
Coney Island and Brooklyn.....	...	1	...	...	3	...	...	4
Dry Dock, East Broadway and Battery.....	...	1	1	...	1	4	2	5
Eighth Avenue.....	1	1	...	...	...	1	1	2
Elmira and Horseheads.....	...	...	...	...	...	1	...	1
Forty-second Street and Grand Street Ferry.....	...	2	...	...	...	...	...	2
Grand Street and Newtown.....	...	2	...	...	...	...	...	2
Grand Street, Prospect Park and Flatbush.....	...	...	...	...	...	1	...	1
Harlem Bridge, Morrisania and Fordham.....	...	1	...	...	...	...	...	1
Houston, West Street and Pavonia Ferry.....	...	3	...	...	1	2	1	5
New Williamsburgh and Flatbush.....	...	1	...	...	...	...	...	1
New York and Harlem.....	...	2	1	...	3	4	4	6
Ninth Avenue.....	...	...	...	...	1	...	1	...
North Second Street and Middle Village.....	...	1	...	...	...	...	...	1
Prospect Park and Coney Island.....	...	1	6	2	...	1	6	4
Rochester City and Brighton.....	...	...	...	...	1	2	1	2
Second Avenue.....	...	3	...	...	5	1	5	4
Sixth Avenue.....	...	5	...	...	1	10	1	15
South Ferry.....	...	2	...	...	...	2	...	4
Third Avenue.....	1	2	...	...	1	5	2	7
Twenty-third Street.....	...	...	...	...	4	2	4	2
Utica, Clinton and Binghamton.....	...	1	...	...	...	...	...	1
Washington Street and State Asylum.....	...	...	...	...	1	...	1	...
	5	51	9	4	30	55	44	111



## ABSTRACT

OF THE

REPORTS OF RAILROAD CORPORATIONS FOR THE YEAR ENDING  
SEPTEMBER 30, 1878.\*

## TABLE A.

## STOCK AND DEBTS.

*Roads operated with Steam :*

Amount of capital stock by charter and acts of the Legislature .....	\$602,034,810 00
Amount of capital stock subscribed .....	430,639,777 48
Amount of capital stock paid in as by last report .....	399,585,563 81
Amount of capital stock now paid in .....	409,945,754 25
Amount of funded debt as by last report .....	329,679,226 06
Amount now of funded debt .....	338,034,527 14
Amount of floating debt as by last report .....	30,041,800 40
Amount now of floating debt .....	22,401,437 64
Total amount now of funded and floating debt ..	360,435,964 78

*Roads operated with Horse Power :*

Amount of capital stock by charter and acts of the Legislature .....	\$30,099,000 00
Amount of capital stock subscribed .....	23,537,444 17
Amount of capital stock paid in as by last report .....	23,166,382 50
Amount of capital stock now paid in .....	23,201,130 36
Amount of funded debt as by last report .....	15,505,214 43
Amount now of funded debt .....	15,756,976 93
Amount of floating debt as by last report .....	2,125,643 51
Amount now of floating debt .....	2,371,854 90
Total amount now of funded and floating debt ..	18,128,831 83

\*The following amounts include the stock, debts, cost of road, etc., business, earnings, expenses, etc., of several important railroad companies, a small portion only of each of whose roads are located in this State. Their reports are made for the whole line.



TABLE B.

## COST OF CONSTRUCTION AND EQUIPMENT.

*Roads operated with Steam :*

For graduation and masonry.....	\$316,671,926	60
For bridges .....	9,483,402	28
For superstructure, including iron.....	78,977,144	18
For passenger and freight stations, buildings and fixtures .....	22,087,243	90
For engine and car-houses, machine shops, machinery and fixtures .....	5,971,634	28
For land, land damages, and fences.....	33,051,289	38
For locomotives and fixtures, and snow plows....	46,048,940	53
For passenger and baggage cars .....	6,914,574	50
For freight and other cars .....	27,352,266	06
For engineering and agencies.....	9,991,249	57
Miscellaneous.....	104,528,455	07

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Total cost of construction and equipment... \$661,078,126 35

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*Roads operated with Horse Power :*

For road-bed and superstructure, including iron..	\$23,793,212	16
For lands, buildings and fixtures, including land damages.....	10,491,032	26
For dummy cars, horses, mules, and harness ....	3,487,638	49
For cars and sleighs .....	2,544,438	53

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Total cost for construction and equipment... \$40,316,371 44

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TABLE C.

## CHARACTERISTICS OF ROAD.

*Roads operated with Steam :*

Length of road in miles built and projected.....	9,726.31
Length of road laid .....	6,385 43 }
Length of branches laid.....	2,005 30 }
Length of double track, including sidings.....	*8,390.73
Length of double track on branches .....	4,016.96
Length of equivalent single track.....	341.37
Length of equivalent single track.....	12,749.06
Number of engine-houses and shops.....	395

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\* Length of road laid in this State 5,752.24.

Number of engines.....	2,801
Number of first-class passenger cars.....	1,993
Number of second-class cars.....	358
Number of baggage, mail, and express cars.....	741
Number of freight cars.....	59,413
<i>Roads operated with Horse Power:</i>	
Length of road in miles.....	537.58
Length of road laid.....	426.03
Length of double track, including sidings.....	278.19
Number of dummy cars.....	26
Number of passenger cars.....	3,175
Number of freight cars.....	30
Number of horses and mules.....	18,154

TABLE D.—BUSINESS OF THE YEAR.

## ROADS OPERATED WITH STEAM.

*Passenger Transportation:*

Miles run by passenger trains.....	21,284,480
Number of passengers, all classes, carried in cars.....	48,769,084
Number of miles traveled by passengers, or number of passengers carried one mile.....	1,016,580,956

*Freight Transportation:*

Miles run by freight trains.....	38,499,975
Number of tons carried in freight trains.....	38,320,573
Total movement of freight, or number of tons carried one mile.....	5,807,260,813

*Classification of Freight:*

Products of the forest.....	2,277,617
Products of animals.....	2,387,334
Vegetable food.....	6,815,732
Other agricultural products.....	1,617,987
Manufactures.....	2,728,366
Merchandise.....	3,863,827
Coal.....	12,280,513
Other articles.....	6,077,877

Total.....	38,049,253
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*Roads operated with Horse Power:*

Number of passengers carried in city cars .....	244,290,364
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TABLE E. — COST OF MAINTENANCE OF ROAD.

## ROADS OPERATED WITH STEAM.

*Allotted to Passenger Transportation :*

Repairs of road-bed and way, exclusive of iron..	\$2,274,836	30
Cost of iron for repairs.....	552,093	99
Repairs of buildings .....	324,460	57
Repairs of fences and gates .....	56,525	89
Taxes on real estate .....	975,685	17
Total .....	\$4,183,601	92

*Allotted to Freight Transportation :*

Repairs of road-bed and way, exclusive of iron..	\$5,169,012	32
Cost of iron for repairs.....	1,405,304	43
Repairs of buildings .....	582,113	54
Repairs of fences and gates .....	115,402	44
Taxes on real estate .....	1,890,592	99
Total .....	\$9,162,425	72

Allotted to passenger transportation.....	\$4,183,601	92
Allotted to freight transportation .....	9,162,425	72
Total .....	\$13,346,027	64

*Roads operated with Horse Power :*

Repairs of road-bed and way, buildings and fixtures, including iron.....	\$528,904	57
Taxes on real estate .....	350,063	22
Total .....	\$878,967	79

TABLE F.

## COST OF REPAIRS AND MACHINERY.

*Allotted to Passenger Transportation :*

Repairs of engines .....	\$1,137,521 57
Repairs of cars .....	1,134,072 39
Repairs of tools, etc. ....	63,803 73
Incidental expenses, oil, fuel, etc. ....	125,414 56
Total .....	<u>\$2,460,812 25</u>

*Allotted to Freight Transportation :*

Repairs of engines .....	\$2,600,510 65
Repairs of cars .....	3,709,285 53
Repairs of tools, etc. ....	145,794 10
Incidental expenses, oil, fuel, etc. ....	367,182 17
Total .....	<u>\$6,822,772 45</u>

Allotted to passenger transportation .....	\$2,460,812 25
Allotted to freight transportation .....	6,822,772 45
Total .....	<u>\$9,283,584 70</u>

TABLE G.—COST OF OPERATING THE ROAD.

## ROADS OPERATED WITH STEAM.

*Allotted to Passenger Transportation :*

Office expenses, stationery, etc. ....	\$361,321 12
Agents and clerks .....	1,663,187 42
Porters, watchmen, and switchmen .....	656,743 90
Wood and water station attendance .....	78,035 92
Conductors, baggagemen, and brakemen .....	1,419,114 59
Enginemen and firemen .....	1,186,091 11
Fuel, cost, and labor of preparing for use .....	1,910,798 92
Oil and waste for engines and tenders .....	233,971 15
Oil and waste for cars .....	38,205 84
Loss and damage of goods and baggage .....	13,158 83
Damages for injuries to persons .....	129,836 07
Damages for property and for cattle killed .....	18,784 09

General superintendence .....	\$281,945 98
Contingencies .....	1,106,195 98
Total .....	<u>\$9,097,390 92</u>

*Allotted to Freight Transportation :*

Office expenses, stationery, etc.....	\$586,628 15
Agents and clerks .....	3,640,974 77
Labor loading and unloading freight .....	2,393,004 95
Porters, watchmen, and switchmen.....	1,010,797 65
Wood and water station attendance.....	156,009 46
Conductors, baggagemen, and brakemen.....	2,817,518 63
Enginemen and firemen .....	2,805,066 43
Fuel, cost, and labor of preparing for use.....	4,214,617 32
Oil and waste for engines and tenders.....	465,115 48
Oil and waste for cars .....	103,673 22
Loss and damage of goods and baggage.....	146,270 34
Damages for injuries to persons.....	53,793 05
Damages for property and for cattle killed.....	41,884 85
General superintendence.....	604,589 21
Contingencies .....	5,038,893 85
Total .....	<u>\$24,080,837 36</u>

Allotted to passenger transportation.....	\$9,097,390 92
Allotted to freight transportation .....	24,080,837 36

Total .....	<u>\$33,178,228 28</u>
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*Roads operated with Horse Power :*

General superintendence .....	\$194,799 56
Officers, clerks, agents, and office expenses.....	297,740 89
Conductors, drivers, and enginemen on dummy cars .....	2,581,425 62
Watchmen, starters, switchmen, etc.....	520,278 03
Repairs of dummy cars .....	19,141 12
Repairs of cars and sleighs.....	452,424 24
Repairs of harness, including material.....	71,596 56
Horse-shoeing, material and labor.....	289,817 41
Horses and mules .....	495,259 64
Stable expenses.....	799,875 95



Feed, grain, hay, and grinding feed .....	\$1,612,379 56
Fuel, gas, and lights .....	83,495 50
Oil and waste .....	14,179 16
Water tax .....	18,111 71
Damages to persons and property, including medical expenses .....	77,278 44
Law expenses .....	102,612 52
Rents and use of other roads and ferries .....	96,462 13
Insurance .....	58,750 99
Advertising and printing .....	33,785 10
United States tax on earnings .....	1,093 89
Contingencies .....	206,777 69
Total .....	<u><u>\$8,027,285 71</u></u>

TABLE H.—EARNINGS AND PAYMENTS.

## EARNINGS.

*Roads operated with Steam :*

From passenger business .....	\$23,933,749 20
From freight business .....	58,045,197 83
From other sources .....	7,470,486 96
Total earnings .....	<u><u>\$89,449,433 99</u></u>

*Roads operated with Horse Power :*

From passenger business .....	\$12,608,917 64
From freight business .....	12,169 41
From other sources .....	469,428 14
Total earnings .....	<u><u>\$13,090,515 19</u></u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

*Roads operated with steam :*

For transportation purposes .....	\$55,807,840 62
For interest .....	14,418,030 10
For dividends on stock .....	14,642,164 45

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STATE ENGINEER AND SURVEYOR'S

Amount carried to surplus fund .....	\$2,734,310 40
Not included above.....	3,119,791 26
Total payments.....	<u>\$90,722,136 83</u>

*Recapitulation.*

Total earnings.....	\$89,449,433 99
Deduct payments.....	\$90,722,136 83
Less surplus.....	<u>2,734,310 40</u>
	87,987,826 43
Profit.....	<u>\$1,461,607 56</u>

*Roads operated with Horse Power, etc.:*

For transportation expenses.....	\$8,906,426 05
For interest.....	1,140,172 37
For dividends on stock.....	1,918,104 30
For all other payments.....	<u>43,630 36</u>
Total payments.....	<u>\$12,008,333 08</u>

TABLE I.

ACCIDENTS.

	Roads operated with steam.	Roads op'ed horse power.
Number of passengers killed.....	11	5
Number of passengers injured.....	42	51
Number of employes killed.....	88	9
Number of employes injured.....	323	4
Number of others killed.....	223	30
Number of others injured.....	202	55
Total number killed.....	322	44
Total number injured.....	567	111

COMPARATIVE STATEMENT OF CERTAIN ITEMS OF THE ABSTRACTS OF THE REPORTS OF STEAM ROADS FOR 1877 AND 1878.

ITEMS.	1877.		1878.		Increase.	Decrease.	Per cent increase.	Per cent decrease.
Capital stock, as by charter.....	\$576,090, 110 00		\$602,034, 810 00		\$26,008, 700 00		04 03	
Capital stock paid in.....	402,090, 137 76		469,916, 734 25		7,255, 616 49		01 77	
Unpaid debt.....	382,011, 921 06		338,034, 437 11		5,122, 606 08		01 64	
Floating debt.....	323, 137, 130 05		22, 401, 437 61		\$8, 123, 632 41		03 92	
Funded and floating debt.....	323, 137, 130 05		360, 435, 904 78		2, 701, 076 33		00 75	
Cost of road and equipment.....	637, 873, 068 74		631, 078 136 35		23, 205, 067 61		03 51	
Miles of road and branches.....	7, 493 27		8, 390 73		892 46		10 03	
Number of engines.....	2, 750		2, 801		51		01 82	
Number of passenger cars.....	1, 708		2, 351		683		24 80	
Number of freight cars.....	59, 481		59, 413		68		00 11	
Number of miles run by passenger trains.....	20, 119, 204		21, 284, 680		1, 165, 276		05 74	
Number of miles run by freight trains.....	36, 813, 231		38, 410, 975		1, 686, 741		04 39	
To all miles run by trains.....	56, 932, 438		59, 784, 455		2, 852, 017		47 70	
Number of passengers carried.....	40, 012, 221		43, 789, 084		3, 796, 863		17 96	
Number of passengers carried one mile.....	1, 029, 378, 134		1, 016, 580, 955		12, 797, 178		01 26	
Number of tons of freight carried.....	34, 984, 781		38, 320, 973		3, 335, 792		08 70	
Number of tons of freight carried one mile.....	5, 004, 643, 104		5, 307, 290, 813		302, 617, 709		01 38	
Expenses of maintaining road.....	\$13, 539, 889 43		\$13, 346, 927 64		\$184, 861 79		01 39	
Expenses of repairs of machinery.....	9, 606, 405 90		9, 253, 584 70		210, 821 20		23 68	
Expenses of operating road.....	32, 732, 619 75		33, 178, 228 28		\$445, 608 53		13 43	
Earnings from passengers.....	24, 219, 471 81		23, 935, 749 20		278, 722 64		11 64	
Earnings from freight.....	63, 038, 059 55		58, 045, 197 83		5, 006, 538 28		08 63	
Earnings from other sources.....	7, 869, 656 17		7, 470, 486 96		389, 169 21		05 34	
Total earnings.....	85, 120, 757 56		89, 419, 433 89		4, 338, 646 43		04 84	
Payments for transportation expenses.....	55, 003, 849 51		56, 807, 840 63		194, 739 04		01 35	
Payments for interest.....	11, 233, 391 08		14, 418, 030 10		2, 028, 979 82		13 81	
Payments for dividends.....	12, 613, 184 63		14, 642, 164 45		2, 028, 979 82		13 81	
Net earnings.....	29, 216, 938 05		33, 641, 593 37		4, 424, 655 32		15 15	
ACCIDENTS.								
Passengers killed.....	7		11		4			
Passengers injured.....	49		42					
Employees killed.....	88		88		6			
Employees injured.....	253		323		71			
Others killed.....	214		233		9			
Others injured.....	210		292					
Total killed.....	309		322		13			
Total injured.....	510		567		57			

On account of certain roads reported extinct this year and certain other roads heretofore treated as extinct, but not yet defunct, and on account of those heretofore tabulated as horse roads now classified as steam roads, certain additions and deductions have been made from the figures of 1877, as reported for that year, in order to make a proper comparison between 1877 and 1878; hence the apparent discrepancies between the figures reported for the former year and those used herein.

## COMPARATIVE STATEMENT OF CERTAIN ITEMS OF THE ABSTRACTS OF THE REPORTS OF HORSE ROADS FOR 1877 AND 1878.

ITEMS.	1877.	1878.	Increase.	Decrease.	Per cent increase.	Per cent decrease.
Capital stock, as by charter.....	\$20,373,000 00	\$30,000,000 00	\$720,000 00		02 39	00 18
Capital stock paid in.....	23,243,457 99	23,201,130 36		\$42,357 63		
Floating debt.....	15,961,214 43	15,756,976 93	183,792 50		01 24	
Floating debt.....	2,148,644 33	2,371,884 90	223,210 67		00 41	
Funded and floating debt.....	17,709,838 76	18,128,831 83	418,973 07		02 31	
Cost of road and equipment.....	39,606,883 11	40,316,371 44	710,488 33		01 76	
Miles of road.....	420 95	426 03	5 08		01 19	
Dummy cars.....	31	26		5		19 33
Passenger cars.....	3,093	3,175	167		05 26	
Freight cars.....	32	30		2		
Horses and mules.....	18,895	18,154	1,259			
Number of passengers carried.....	238,541,735	244,250,354	5,748,628		02 35	
Expenses of maintaining road.....	\$778,924 87	\$878,987 79	\$100,042 92		01 13	
Expenses of operating road.....	8,431,320 60	8,027,285 71		\$454,034 89		00 56
Earnings from passengers.....	12,444,444 27	12,608,917 64	164,473 47		01 30	
Earnings from freight.....	11,949 22	12,169 41	220 19		01 80	
Earnings from other sources.....	498,149 24	469,428 14		28,721 10		06 13
Total earnings.....	12,954,543 73	13,090,515 19	135,971 46		01 04	
Net earnings.....	3,636,137 70	4,181,089 14	488,951 44		11 68	
Payments for transportation expenses.....	9,269,406 03	8,906,426 05		352,979 98		03 09
Payments for interest.....	1,106,221 82	1,140,172 37			02 98	
Payments for dividends.....	1,531,983 62	1,918,104 30			19 12	
Other payments.....	34,337 24	43,630 36			21 29	
Total payments.....	12,862,854 12	12,008,333 08		844,491 04		07 00
ACCIDENTS.						
Passengers killed.....	3	5	2			
Passengers injured.....	50	51	1			
Employees killed.....		9		4		
Employees injured.....	8	4				
Others killed.....	16	30	14			
Others injured.....	42	55		13		
Total killed.....	19	44	25			
Total injured.....	100	111	11			

On account of certain roads reported extinct this year and certain other roads heretofore treated as extinct, but not yet defunct, and on account of those heretofore tabulated as horse roads now classified as steam roads, certain additions and deductions have been made from the figures of 1877, as reported for that year, in order to make a proper comparison between 1877 and 1878; hence the apparent discrepancies between the figures reported for the former year and those used herein.



COMPARATIVE STATEMENT OF DEDUCTIONS FROM THE ABSTRACTS OF THE REPORTS OF STEAM ROADS FROM 1858 TO 1878, INCLUSIVE.

YEARS.	Average number of miles traveled by each passenger.	Average number of passengers in each train.	Average number of miles each ton of freight was transported.	Average number of tons in each train.	Average movement of passenger trains equivalent to passing over the road, times.	Average movement of freight trains equivalent to passing over the road, times.	Average movement of freight trains equivalent to passing over the entire single track, times.	Average number of trains passing daily over the road.	Average number of trains passing daily over the entire single track.	Average cost per mile of road for maintaining roadway.	Average cost per mile of road for repairs of machinery.	Average cost per mile of road for operating road.	Average cost per mile of single track for maintaining road-way.
1858	32.17	60.72	130.91	77.51	1,637	2,920	1,461	13.32	8.54	\$1,453.62	\$276.00	\$2,370.02	\$877.19
1859	30.57	59.02	112.31	77.61	1,532	2,904	1,351	13.46	8.57	1,398.40	732.55	2,311.17	872.73
1860	41.15	64.85	118.45	80.93	1,390	2,624	1,051	13.95	8.57	1,504.47	888.06	2,111.17	912.45
1861	39.01	55.78	120.97	82.84	1,520	2,556	2,001	12.33	9.14	1,648.08	988.97	1,936.63	1,097.02
1862	39.55	60.08	131.70	86.56	1,579	2,447	2,276	12.50	10.12	1,718.36	1,333.76	1,872.63	1,114.85
1863	41.15	70.08	133.41	88.21	1,731	2,688	2,447	17.60	10.42	2,369.96	1,921.93	2,331.33	1,144.03
1864	43.39	81.13	141.41	83.21	1,856	4,390	2,729	20.33	12.36	2,812.12	2,433.73	2,575.23	2,342.92
1865	45.13	91.73	177.39	75.17	1,856	4,390	2,729	20.33	12.36	2,812.12	2,433.73	2,575.23	2,342.92
1866	37.44	69.72	113.65	71.82	1,732	4,390	2,729	20.33	12.36	2,812.12	2,433.73	2,575.23	2,342.92
1867	37.78	70.31	113.65	67.08	1,732	4,390	2,729	20.33	12.36	2,812.12	2,433.73	2,575.23	2,342.92
1868	38.70	70.31	109.39	105.82	1,732	4,390	2,729	20.33	12.36	2,812.12	2,433.73	2,575.23	2,342.92
1869	37.71	65.28	122.17	130.86	1,834	3,788	2,389	17.75	11.00	2,281.13	2,433.73	2,575.23	2,342.92
1870	37.13	65.28	129.02	138.10	1,834	3,788	2,389	17.75	11.00	2,281.13	2,433.73	2,575.23	2,342.92
1871	32.22	58.43	138.10	84.80	1,740	3,788	2,389	20.33	12.36	2,712.32	1,560.40	3,718.61	2,063.30
1872	32.38	58.43	136.57	90.38	1,740	3,788	2,389	20.33	12.36	2,712.32	1,560.40	3,718.61	2,063.30
1873	32.53	62.62	128.62	97.37	1,740	3,788	2,389	20.33	12.36	2,712.32	1,560.40	3,718.61	2,063.30
1874	31.92	60.00	133.68	102.29	1,740	3,788	2,389	20.33	12.36	2,712.32	1,560.40	3,718.61	2,063.30
1875	32.49	62.39	134.16	122.22	1,740	3,788	2,389	20.33	12.36	2,712.32	1,560.40	3,718.61	2,063.30
1876	28.48	51.86	141.17	136.34	1,740	3,788	2,389	20.33	12.36	2,712.32	1,560.40	3,718.61	2,063.30
1877	28.19	51.16	143.05	131.55	1,740	3,788	2,389	20.33	12.36	2,712.32	1,560.40	3,718.61	2,063.30
1878	20.94	47.76	151.54	131.03	1,637	2,556	2,001	19.30	12.30	1,550.56	1,166.40	3,954.15	1,046.83



STATE ENGINEER AND SURVEYOR'S

COMPARATIVE STATEMENT OF DEDUCTIONS FROM THE ABSTRACTS OF THE REPORTS OF STEAM ROADS FROM 1858 TO 1878, INCLUSIVE.

YEARS.	Average cost per mile of single track for repairs of machinery.	Average cost per mile of single track for operating the road.	Average sum received for carrying one passenger one mile, cents.	Average sum received for transporting one ton of freight one mile, cents.	Average number of miles of travel for each passenger killed.	Average number of miles of travel for each passenger killed or injured.	Average number of passengers carried for each one killed.	Average expenses per cent of all the earnings.
1858	\$577 45	\$1,561 42	1 9800	2 5040	18,657,369	9,303,452	562,504	63 32
1859	469 82	1,580 87	2 0500	2 3000	37,058,948	8,687,682	1,213,180	68 44
1860	558 67	1,412 80	2 0500	2 0900	34,816,886	11,605,612	845,988	61 78
1861	658 76	1,623 44	2 1400	1 9900	48,279,240	12,516,840	1,240,598	64 80
1862	887 81	1,717 51	2 1700	2 1400	31,623,773	8,609,509	544,237	59 00
1863	1,179 35	1,943 46	2 2500	2 2800	31,623,773	8,609,509	768,974	60 32
1864	1,486 55	2,000 69	2 2700	2 2900	30,498,780	9,975,487	187,689	69 32
1865	1,846 79	2,576 58	2 5400	3 2500	40,498,780	8,832,054	673,643	73 58
1866	1,823 40	2,576 58	2 5400	3 2500	40,498,780	8,832,054	673,643	73 58
1867	1,685 73	2,086 84	2 4600	2 5800	50,501,988	7,969,936	1,838,728	70 28
1868	1,453 60	2,086 84	2 4600	2 4128	8,436,964	6,577,518	904,704	73 28
1869	1,267 73	2,773 86	2 3901	2 0887	80,495,761	14,486,142	1,636,717	67 42
1870	1,204 43	2,871 14	2 8675	1 7016	60,841,798	15,346,142	1,877,993	67 34
1871	1,177 63	2,871 14	2 8675	1 7005	58,107,036	15,346,142	1,877,993	67 34
1872	1,319 58	2,871 14	2 8675	1 6945	62,665,218	15,346,142	1,877,993	67 34
1873	1,119 77	2,871 14	2 8675	1 6945	62,665,218	15,346,142	1,877,993	67 34
1874	976 17	2,871 14	2 8675	1 4476	144,015,414	10,125,485	4,980,859	67 32
1875	991 47	2,871 14	2 8675	1 3039	79,446,981	14,125,485	2,993,023	66 43
1876	889 00	2,871 14	2 8675	1 1694	91,043,310	14,125,485	3,196,611	66 43
1877	769 05	2,871 14	2 8675	1 0594	147,054,019	19,715,968	5,216,830	65 68
1878	725 68	2,871 14	2 8675	1 0984	92,416,450	19,180,773	4,433,553	62 39

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# STEAM RAILROADS.

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## TABLES OF COMPARATIVE STATEMENTS

For Five Consecutive Years:

1874, 1875, 1876, 1877 and 1878.

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COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$4,253,000 00	\$4,253,000 00	\$4,253,000 00	\$4,253,000 00	\$4,253,000 00
Addison, Oscola and Cowanesque Valley .....	5,000,000 00	5,000,000 00	3,500,000 00	3,500,000 00	3,500,000 00
Albany and Susquehanna .....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Albany and Vermont .....	34,675,804 10	34,675,804 10	34,675,804 10	34,675,804 10	34,675,804 10
Atlantic and Great Western .....	194,250 00	225,000 00	225,000 00	225,000 00	225,000 00
Avon, Genesee and Mount Morris .....	62,750 00	62,750 00	75,350 00	75,350 00	75,350 00
Bath and Hammondsport .....	277,462 96	327,462 96	327,462 96	327,462 96	327,462 96
Black River and Merristown .....	144,988 55	144,988 55	144,988 55	144,988 55	144,988 55
Black River and St. Lawrence .....	18,664,100 00	20,000,000 00	20,000,000 00	20,000,000 00	20,000,000 00
Boston and Albany .....	3,400 00	3,400 00	3,400 00	3,400 00	3,400 00
Boston, Albany and Schenectady .....	33,300 00	33,300 00	33,300 00	33,300 00	33,300 00
Boston, Hoosac Tunnel and Albany .....	33,300 00	33,300 00	33,300 00	33,300 00	33,300 00
Boston, New York and Chicago .....	1,213 60	1,213 60	1,213 60	1,213 60	1,213 60
Brooklyn and Coney Island Central .....	60,853 00	60,853 00	60,853 00	60,853 00	60,853 00
Brooklyn, Elevated Silent Safety .....	77,250 00	77,250 00	77,250 00	77,250 00	77,250 00
Brooklyn, Flatbush and Coney Island .....	248,300 00	248,300 00	248,300 00	248,300 00	248,300 00
Brooklyn and Rockaway Beach .....	500 00	500 00	500 00	500 00	500 00
Buffalo City .....	8,280 00	8,280 00	8,280 00	8,280 00	8,280 00
Buffalo Creek .....	248,300 00	248,300 00	248,300 00	248,300 00	248,300 00
Buffalo and Erie Basin .....	500 00	500 00	500 00	500 00	500 00
Buffalo and Erie Basin .....	8,280 00	8,280 00	8,280 00	8,280 00	8,280 00
Buffalo, New York and Erie .....	950,000 00	950,000 00	950,000 00	950,000 00	950,000 00
Buffalo, New York and Philadelphia .....	1,631,150 00	1,720,930 00	1,808,650 00	1,944,650 00	1,944,650 00
Buffalo, Niagara Slip .....	1,631,150 00	1,720,930 00	1,808,650 00	1,944,650 00	1,944,650 00
Buffalo and Southwestern .....	1,631,150 00	1,720,930 00	1,808,650 00	1,944,650 00	1,944,650 00
Buffalo, Syracuse and Albany .....	1,631,150 00	1,720,930 00	1,808,650 00	1,944,650 00	1,944,650 00
Canal .....	1,631,150 00	1,720,930 00	1,808,650 00	1,944,650 00	1,944,650 00
Camden, Palmyra and Ontario .....	4,330 00	4,330 00	4,330 00	4,330 00	4,330 00
Carthage, Watertown and Sackett's Harbor .....	480,651 00	430,653 00	486,933 00	486,933 00	486,933 00
Cayuga Southern .....	589,110 00	589,110 00	589,110 00	589,110 00	589,110 00
Cayuga and Susquehanna .....	614,633 53	614,633 53	614,633 53	614,633 53	614,633 53
Chautauque, Canajoharie and De Ruyter .....	12,800 00	12,800 00	14,000 00	14,000 00	14,000 00
Chautauque Lake .....	380,000 00	380,000 00	380,000 00	380,000 00	380,000 00
Chemung .....	281,350 00	281,350 00	281,350 00	281,350 00	281,350 00
Central Saratoga .....	202,730 00	202,730 00	202,730 00	202,730 00	202,730 00
Cherry Valley, Sharon and Albany .....	202,730 00	202,730 00	202,730 00	202,730 00	202,730 00
Clayton and Theresa .....	202,730 00	202,730 00	202,730 00	202,730 00	202,730 00

## RAILROAD REPORT.

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[illegible]

● Not reported.



## COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Middletown and Crawford.....	124,137 45	124,137 45	124,137 54	124,137 54	122,300 00
Middletown, Unionville and Water Gap.....	123,200 00	123,850 00	123,850 00	123,850 00	123,850 00
Midwout, Amersfort and Coney Island.....	.....	.....	.....	2,000 00	2,000 00
Monroe and Greenwood Lake.....	.....	.....	.....	1,200 00	1,200 00
Montgomery and Erie.....	150,065 00	150,000 00	150,000 00	150,000 00	150,000 00
Nanuet and New City.....	22,642 39	22,876 39	23,330 77	23,330 77	23,330 77
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	.....	887,350 00
Newburgh and New York.....	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
New England, New York and Pennsylvania.....	.....	.....	.....	.....	10,740 00
New Jersey and New York.....	.....	1,187,400 00	1,187,400 00	1,187,400 00	1,187,400 00
Newtown and Flushing.....	.....	8,540 00	8,540 00	8,540 00	8,540 00
New York and Albany.....	15,610 00	15,610 00	15,610 00	15,610 00	45,514 17
New York, Bay Ridge and Jamaica.....	.....	.....	54,859 10	102,540 00	150,000 00
New York, Brooklyn and Sea Shore.....	.....	.....	.....	62,000 00	62,000 00
New York and Canada.....	2,115,200 00	2,247,200 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River.....	1 89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00
New York Central and Northern.....	.....	.....	.....	28,100 00	28,100 00
New York City and Northern.....	.....	.....	.....	.....	1,276,500 00
New York Elevated.....	788,300 00	788,300 00	806,125 00	1,063,125 00	3,190,125 00
New York and Harlem.....	9,000,000 00	9,050,000 00	9,050,000 00	9,050,000 00	9,450,000 00
New York, Housatonic and Northern.....	261,200 00	261,200 00	261,200 00	261,200 00	261,200 00
New York, Lake Erie and Western.....	.....	.....	.....	.....	(1)
New York and Mahopac.....	265,000 00	265,000 00	265,000 00	265,000 00	265,000 00
New York and Manhattan Beach.....	.....	.....	.....	.....	265,000 00
New York and New Haven and Hartford.....	15,500,000 00	15,000,000 00	15,500,000 00	15,500,000 00	15,500,000 00
New York and New England.....	.....	.....	.....	.....	.....
New York and Oswego Midland.....	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29
New York Quick Transit.....	520 00	520 00	500 00	500 00	500 00
New York and Rockaway.....	.....	100,000 00	100,000 00	100,000 00	100,000 00
New York and Rockaway Beach.....	.....	.....	.....	.....	.....
New York and Sea Beach.....	.....	.....	.....	.....	.....
New York Underground Extension.....	.....	.....	.....	.....	.....
New York, Westchester and Boston.....	57,530 00	23,790 00	23,790 00	23,790 00	88,500 00
New York, Westchester and Putnam.....	.....	.....	.....	.....	57,530 00
New York, West Shore and Chicago.....	45,100 00	45,100 00	45,100 00	45,100 00	45,100 00
Niagara Bridge and Rockaway.....	1,000,000 00	1,000,000 00	1,000,000 00	1,850 00	2,650 00
Niagara Falls and Canandaigua.....	1,000,000 00	1,400 00	1,400 00	1,400 00	1,000,000 00
Niagara Falls Branch.....	.....	.....	.....	.....	1,000 00
Northern of New Jersey.....	4,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Nyack and Northern.....	78,200 00	78,200 00	78,200 00	78,200 00	78,250 00
Ocean Palace Elevated.....	.....	.....	.....	600 00	635 00



## RAILROAD REPORT.

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Ogdensburg and Lake Champlain	5,077,000 00	5,077,000 00	5,077,000 00
Ogdensburg	1,300 00	1,300 00	1,300 00
Ogdensburg and Morrisdown	300,000 00	300,000 00	300,000 00
Ogdensburg and Warren	1,320,400 00	1,320,400 00	1,320,400 00
Olean, Brandy	.....	.....	.....
Olean	.....	.....	.....
Orange and Rome	.....	.....	.....
Oswego and Syracuse	.....	.....	.....
Oswego and Erie	.....	.....	.....
Oswego and New York	.....	.....	.....
Penn Yan and New York	.....	.....	.....
Penn Yan and Monticello	.....	.....	.....
Port Jervis and Hartford and Boston	.....	.....	.....
Port Jervis and Saratoga	.....	.....	.....
Poughkeepsie and Connecticut	.....	.....	.....
Poughkeepsie and New York	.....	.....	.....
Rhinebeck and Genesee Valley	.....	.....	.....
Rochester and State Line	.....	.....	.....
Rochester, Nunda and Pittsburgh	.....	.....	.....
Rochester and Clinton	.....	.....	.....
Rome and Clinton	.....	.....	.....
Rome, Watertown and Ogdensburg	.....	.....	.....
Rye Lake	.....	.....	.....
Saratoga and Schenectady	.....	.....	.....
Schenectady and Duaneburg	.....	.....	.....
Schoharie Valley	.....	.....	.....
Sedgwick Bank	.....	.....	.....
Sheephead Bay and Coney Island	.....	.....	.....
Silver Lake	.....	.....	.....
Stanekies	.....	.....	.....
Swanton and Port Jefferson	.....	.....	.....
Southern Central	.....	.....	.....
Southern Branch	.....	.....	.....
Southern Hempstead Branch	.....	.....	.....
Southern of Long Island	.....	.....	.....
Springville and Saratoga	.....	.....	.....
Springville and Port Morris	.....	.....	.....
Staten Island	.....	.....	.....
Stirling Mountain	.....	.....	.....
Suspension Bridge and Erie Junction	.....	.....	.....
Syracuse, Binghamton and New York	.....	.....	.....
Syracuse, Chenango and New York	.....	.....	.....
Syracuse, Genesee and Corning	.....	.....	.....
Syracuse Junction	.....	.....	.....
Syracuse, Phoenix and Oswego	.....	.....	.....
Toga and Savona	.....	.....	.....
Troy and Bennington	.....	.....	.....
Troy and Boston	.....	.....	.....
Troy and Greenbush	.....	.....	.....
Troy Union	.....	.....	.....
Union	.....	.....	.....
Utica and Delaware	.....	.....	.....
Utica and Black River	.....	.....	.....

• Not reported.

**(1) See Erio.**

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Utica, Chenango and Cortland .....	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00
Utica, Chenango and Susquehanna Valley .....	3,753,700 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton .....	.....	.....	610,325 70	610,325 70	610,325 70
Valley .....	250,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Walkill Valley .....	731,747 20	734,747 20	734,747 20	734,747 20	734,747 20
Warwick Valley .....	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Waveley and State Line .....	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Westchester County .....	.....	.....	.....	.....	.....
West Shore and Hudson River .....	526,700 00	526,700 00	526,700 00	526,700 00	526,700 00
West Troy and Green Island .....	3,200 00	3,200 00	3,200 00	3,200 00	3,200 00

\* Not reported.

## RAILROAD REPORT.

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## COMPARATIVE STATEMENT FOR FIVE YEARS.

## NAME OF ROAD.

## AMOUNT OF FUNDED DEBT.

	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00
Albany and Susquehanna .....	4,202,000 00	4,204,000 00	5,912,000 00	6,015,000 00	6,015,000 00
Atlantic and Great Western .....	67,230,892 81	68,094,811 28	68,094,811 28	68,094,811 28	68,850,311 28
Avon, Genesee and Mount Morris .....	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport .....	.....	.....	35,000 00	35,000 00	35,000 00
Black River and Morrisville .....	121,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Boston and Albany .....	5,538,000 00	6,240,000 00	7,001,000 00	7,000,000 00	7,000,000 00
Brooklyn, Bath and Coney Island .....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	.....
Brooklyn, Bradford and Pittsburgh .....	.....	.....	.....	.....	.....
Buffalo City .....	.....	.....	.....	.....	.....
Buffalo, New York and Erie .....	2,350,000 00	2,350,000 00	2,350,000 00	2,350,000 00	2,350,000 00
Buffalo, New York and Philadelphia .....	2,972,500 00	3,320,500 00	3,437,500 00	3,449,500 00	3,407,500 00
Buffalo and Southwestern .....	.....	.....	.....	.....	.....
Carthage, Watertown and Sackett's Harbor .....	290,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Cazenovia, Canastota and De Kayter .....	150,000 00	150,000 00	300,000 00	300,000 00	300,000 00
Cherry Valley, Sharon and Albany .....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Clayton and Theresa .....	100,000 00	100,000 00	100,000 00	140,000 00	135,000 00
Cooperstown and Susquehanna Valley .....	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Corning, Cazenovia and Andrus .....	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Delhi and Middletown .....	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Dunkirk, Allegheny Valley and Pittsburgh .....	.....	.....	.....	.....	.....
Elmira State Line .....	.....	.....	.....	.....	.....
Elmira and Williamsport .....	1,570,000 00	1,435,575 00	1,620,000 00	1,620,000 00	1,620,000 00
Erie and Genesee Valley .....	45,578,814 00	54,271,814 00	54,271,814 00	54,271,814 00	54,271,814 00
Flushing, North Shore and Central .....	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
Fonda, Johnston and Gloversville .....	3,433,300 00	3,808,682 86	3,908,682 86	3,908,682 86	3,908,682 86
Geneva, Ithaca and Sayre .....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Geneva, Ithaca and Sayre .....	.....	.....	.....	.....	.....
Glen's Falls .....	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Gloversville and Northville .....	.....	.....	.....	.....	.....
Goshen and Decktown .....	246,500 00	246,500 00	246,500 00	246,500 00	246,500 00
Greene .....	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Greenwich and Johnsonville .....	185,500 00	185,500 00	185,500 00	185,500 00	185,500 00
Harlem Extension .....	.....	.....	.....	.....	.....
Harlem River and Port Chester .....	.....	.....	.....	.....	.....
Ithaca, Auburn and Western .....	1,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Ithaca, Auburn and Western .....	.....	.....	.....	.....	.....
Lake Champlain and Moriah .....	104,000 00	104,000 00	104,000 00	104,000 00	104,000 00
Lake Champlain and Moriah .....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern .....	34,425,000 00	36,500,000 00	36,125,000 00	36,000,000 00	35,750,000 00



COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Long Island .....	.....	\$1,500,000 00	\$1,500,500 00	.....	\$1,881,750 00
Metropolitan Elevated .....	\$17,000 00	17,000 00	17,000 00	18,000 00	18,000 00
Middleburgh and Schoharie .....	70,000 00	400,000 00	70,000 00	82,000 00	80,300 00
Middletown and Crawford .....	400,000 00	170,500 00	400,000 00	400,000 00	400,000 00
Middletown, Unionville and Water Gap .....	175,000 00	.....	170,500 00	170,500 00	170,500 00
Montgomery and Erie .....	.....	.....	.....	.....	1,164,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	250,000 00
Newburgh and New York .....	.....	982,500 00	1,034,500 00	1,034,500 00	1,034,500 00
Newtown and New York .....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Flushing .....	.....	.....	10,000 00	182,200 00	200,000 00
New York, Bay Ridge and Jamaica .....	.....	.....	.....	15,000 00	18,500 00
New York, Brooklyn and Sea Shore .....	.....	.....	.....	.....	4,000,000 00
New York and Canada .....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River .....	38,454,742 62	40,003,057 62	38,544,733 33	39,801,233 33	39,801,233 33
New York City and Northern .....	.....	.....	.....	.....	500,000 00
New York Elevated .....	.....	771,000 00	771,000 00	1,740,000 00	4,800,000 00
New York and Harlem .....	8,585,969 00	11,317,329 00	10,617,329 00	10,617,329 00	10,617,329 00
New York and Northern .....	219,000 00	249,000 00	219,000 00	245,000 00	245,000 00
New York, Housatonic and Northern .....	.....	.....	.....	.....	829,000 00
New York, Lake Erie and Western .....	.....	.....	.....	500,000 00	.....
New York and Manhattan Beach .....	1,031,500 00	.....	.....	.....	.....
New York, New Haven and Hartford .....	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York and Oswego Midland .....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York and Rockaway .....	5,019,240 12	5,019,240 12	5,019,240 12	5,019,240 12	5,030,000 00
New York, West Shore and Chicago .....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Northern of New Jersey .....	150,000 00	150,000 00	157,500 00	157,500 00	157,500 00
Nyack and Northern .....	985,000 00	985,000 00	985,000 00	985,000 00	985,000 00
Ogdensburg and Lake Champlain .....	.....	.....	.....	.....	994,300 00
Ontario Southern .....	612,100 00	612,100 00	612,100 00	612,100 00	612,100 00
Oswego and Rome .....	174,500 00	125,500 00	125,500 00	461,500 00	461,500 00
Oswego and Syracuse .....	.....	.....	.....	535,000 00	535,000 00
Poughkeepsie, Hartford and Boston .....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Rensselaer and Saratoga .....	300,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Rhinebeck and Connecticut .....	.....	.....	.....	400,000 00	400,000 00
Rochester, Nunda and Pittsburgh .....	1,105,000 00	1,105,000 00	1,182,000 00	1,182,000 00	1,343,560 00
Rochester and State Line .....	70,000 00	50,000 00	38,500 00	20,000 00	.....
Rome and Clinton .....	2,538,749 25	5,322,716 19	7,216,500 00	7,749,900 00	7,749,900 00
Rye Lake .....	320,000 00	7,000 00	7,000 00	7,000 00	1,000 00
Schenectady and Ogdensburg .....	.....	500,000 00	500,000 00	500,000 00	500,000 00
Schoharie Valley .....	25,000 00	314,500 00	314,500 00	314,500 00	34,500 00
Silver Lake .....	.....	.....	.....	15,000 00	15,000 00

Staten Island	85,000 00	85,000 00	85,000 00	85,000 00
Smithtown and Port Jefferson	600,000 00	600,000 00	600,000 00	600,000 00
Southern Hempstead Branch	2,540,100 00	2,540,100 00	2,540,100 00	2,540,100 00
Southern of Long Island	2,850,850 00	2,850,850 00	2,850,850 00	2,850,850 00
Staten Island	300,000 00	300,000 00	300,000 00	300,000 00
Sterling Mountain	350,000 00	350,000 00	350,000 00	350,000 00
Suspension Bridge and Erie Junction	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Binghamton and New York	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Chenango and New York	1,070,000 00	1,070,000 00	1,070,000 00	1,070,000 00
Syracuse, Geneva and Corning	88,700 00	88,700 00	88,700 00	88,700 00
Troy and Bennington	1,919,000 00	1,919,000 00	1,919,000 00	1,919,000 00
Troy and Boston	680,000 00	680,000 00	680,000 00	680,000 00
Troy Union	1,076,000 00	1,076,000 00	1,076,000 00	1,076,000 00
Utica and Delaware	783,500 00	783,500 00	783,500 00	783,500 00
Utica and Black River	60,000 00	60,000 00	60,000 00	60,000 00
Utica, Clinton and Binghamton	769,000 00	769,000 00	769,000 00	769,000 00
Walkill Valley	80,000 00	80,000 00	80,000 00	80,000 00
Warwick Valley	60,000 00	60,000 00	60,000 00	60,000 00
West Shore Hudson River	769,000 00	769,000 00	769,000 00	769,000 00

• See Erie.



COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Long Island .....	.....	\$1,500,000 00	\$1,500,500 00	\$1,853,850 00	\$1,881,750 00
Metropolitan Elevated .....	.....	.....	.....	.....	7,500,000 00
Middleburgh and Schoharie .....	.....	17,000 00	17,000 00	18,000 00	18,000 00
Middletown and Crawford .....	.....	70,000 00	70,000 00	82,000 00	80,300 00
Middletown, Unionville and Water Gap .....	.....	400,000 00	400,000 00	400,000 00	400,000 00
Montgomery and Erie .....	.....	170,500 00	170,500 00	170,500 00	170,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	1,164,500 00
Newburgh and New York .....	.....	.....	.....	.....	250,000 00
New Jersey and New York .....	.....	932,500 00	1,034,500 00	1,034,500 00	1,034,500 00
Newtown and Flushing .....	.....	150,000 00	150,000 00	150,000 00	150,000 00
New York, Bay Ridge and Jamaica .....	.....	10,000 00	10,000 00	182,300 00	200,000 00
New York, Brooklyn and Sea Shore .....	.....	.....	.....	15,000 00	18,500 00
New York and Canada .....	.....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River .....	.....	38,844,742 62	38,844,743 33	38,801,233 33	38,801,233 33
New York City and Northern .....	.....	.....	.....	.....	500,000 00
New York Elevated .....	.....	771,000 00	771,000 00	1,740,000 00	4,800,000 00
New York and Harlem .....	.....	11,317,323 00	10,617,323 00	10,617,323 00	10,617,323 00
New York, Housatonic and Northern .....	.....	240,000 00	240,000 00	240,000 00	240,000 00
New York, Lake Erie and Western .....	.....	.....	.....	500,000 00	820,000 00
New York and Manhattan Beach .....	.....	1,661,500 00	1,661,500 00	1,661,500 00	1,661,500 00
New York, New Haven and Hartford .....	.....	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York and Otago Midland .....	.....	250,000 00	250,000 00	250,000 00	250,000 00
New York and Rockaway .....	.....	5,019,240 12	5,019,240 12	5,019,240 12	5,050,000 00
New York, West Shore and Chicago .....	.....	400,000 00	400,000 00	400,000 00	400,000 00
.....	.....	150,000 00	157,500 00	157,500 00	157,500 00
.....	.....	985,000 00	985,000 00	985,000 00	985,000 00
.....	.....	612,100 00	612,100 00	612,100 00	612,100 00
.....	.....	173,500 00	173,500 00	173,500 00	173,500 00
.....	.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
.....	.....	300,000 00	300,000 00	300,000 00	300,000 00
.....	.....	1,105,000 00	1,105,000 00	1,105,000 00	1,105,000 00
.....	.....	7,749,000 00	7,749,000 00	7,749,000 00	7,749,000 00
.....	.....	34,500 00	34,500 00	34,500 00	34,500 00
.....	.....	15,000 00	15,000 00	15,000 00	15,000 00

## RAILROAD REPORT.

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• See Erie.

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.;
Long Island .....	.....	\$1,500,000 00	\$1,500,500 00	\$1,853,850 00	\$1,881,750 00
Metropolitan Elevated .....	.....	.....	.....	.....	7,500,000 00
Middleburgh and Schoharie .....	\$17,000 00	17,000 00	17,000 00	18,000 00	18,000 00
Middletown and Crawford .....	70,000 00	70,000 00	70,000 00	82,000 00	80,800 00
Middletown, Unionville and Water Gap .....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Montgomery and Erie .....	175,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	1,164,500 00
Newburgh and New York .....	.....	882,500 00	1,034,500 00	1,034,500 00	250,000 00
New Jersey and New York .....	150,000 00	150,000 00	150,000 00	150,000 00	1,034,500 00
Newtown and Flushing .....	.....	.....	10,000 00	182,200 00	200,000 00
New York, Bay Ridge and Sea Shore .....	.....	.....	.....	15,000 00	18,500 00
New York and Canada .....	.....	.....	.....	.....	4,000,000 00
New York Central and Hudson River .....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York City and Northern .....	38,484,742 62	40,003,687 62	39,844,733 33	39,801,233 33	39,801,233 33
New York Elevated .....	.....	771,000 00	771,000 00	1,740,000 00	500,000 00
New York and Harlem .....	.....	11,317,329 00	10,617,329 00	10,617,329 00	4,809,000 00
New York, Housatonic and Northern .....	8,635,659 00	249,000 00	249,000 00	249,000 00	10,617,329 00
New York, Lake Erie and Western .....	219,000 00	.....	.....	.....	249,000 00
New York and Manhattan Beach .....	.....	.....	.....	500,000 00	829,000 00
New York and Manhattan Reach .....	1,61,500 00	.....	.....	.....	.....
New York and Oswego Midland .....	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York and Rockaway .....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York, West Shore and Chicago .....	5,019,240 12	5,019,240 12	5,019,240 12	5,019,240 12	5,050,000 00
Northern of New Jersey .....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Nyack and Northern .....	150,000 00	150,000 00	157,500 00	157,500 00	157,500 00
Ogdensburgh and Lake Champlain .....	965,000 00	968,000 00	968,000 00	950,000 00	981,000 00
Ontario Southern .....	.....	.....	.....	.....	981,000 00
Oswego and Rome .....	612,100 00	612,100 00	612,100 00	612,100 00	612,100 00
Oswego and Syracuse .....	173,500 00	123,500 00	123,500 00	461,500 00	461,500 00
Poughkeepsie, Hartford and Boston .....	.....	.....	.....	535,000 00	535,000 00
Rensselaer and Saratoga .....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Rhinebeck and Connecticut .....	.....	.....	.....	.....	800,000 00
Rochester, Nunda and Pittsburgh .....	.....	.....	.....	400,000 00	400,000 00
Rochester and State Line .....	1,105,000 00	1,105,000 00	1,182,000 00	1,182,000 00	2,843,560 00
Rome and Clinton .....	70,000 00	38,500 00	38,500 00	7,749,900 00	7,749,900 00
Rye Lake .....	2,558,719 25	5,329,716 19	7,246,500 00	7,000 00	7,000 00
Schenectady and Duaneburgh .....	.....	600,000 00	600,000 00	500,000 00	500,000 00
Schoharie Valley .....	25,000 00	31,500 00	34,500 00	34,500 00	34,500 00
Silver Lake .....	.....	.....	.....	15,000 00	15,000 00



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• See Erie.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$3,888,971 63	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68
Atlantic and Great Western.....	16,023 86	6,475,126 80	6,475,126 80	6,475,126 80	6,475,126 80
Bath and Hammondsport.....	9,000 00	10,023 86	9,000 00	3,452 00	1,500 00
Black River and Morris-town.....	256 79	135 00	135 00	135 00	135 00
Boston and Albany.....	1,746,949 75	1,161,569 75	832,013 37	1,003,056 75	541,125 25
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	.....	9,100 00
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	.....	68,886 50
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	160,866 35
Buffalo City.....	.....	.....	.....	.....	547 87
Buffalo Creek.....	83,742 39	81,578 85	90,076 85	107,033 84	98,268 38
Buffalo Cross-town.....	1,136 52	1,136 52	.....	.....	.....
Buffalo and Erie Basin.....	.....	.....	.....	.....	.....
Buffalo, New York and Philadelphia.....	1,106,199 79	1,109,520 77	1,185,978 59	11,503 19	11,503 19
Buffalo and Southwestern.....	.....	.....	.....	1,076,308 89	711,339 25
Carthage, Watertown and Sackett's Harbor.....	.....	6,000 00	6,000 00	.....	197,686 10
Cayuga Southern.....	.....	.....	.....	.....	.....
Cazenovia, Canastota and De Ruyter.....	12,307 10	13,293 51	567 43	3,656 48	30,190 20
Chautauqua Lake.....	.....	.....	.....	567 43	7,250 95
Cherry Valley, Sharon and Albany.....	23,470 00	25,000 00	.....	.....	667 43
Clayton and Theresa.....	.....	19,183 81	19,183 81	19,183 81	19,183 81
Clove Branch.....	12,316 28	11,032 33	6,816 31	.....	2,967 71
Cooperstown and Susquehanna Valley.....	.....	.....	.....	.....	.....
Corning, Cowanesque and Antrim.....	69,375 00	12,335 00	12,335 00	99,349 99	12,335 00
Delhi and Middletown.....	256,645 16	201,540 29	12,335 00	12,865 00	188,532 86
Dunkirk, Allegheny Valley and Pittsburgh.....	412 94	1,421,641 83	191,403 37	182,230 79	.....
Elmira and State Line.....	2,552,203 84	1,421,641 83	1,159,060 46	1,867,216 11	669,705 77
Erie.....	.....	130,000 00	120,000 00	.....	.....
Erie and Genesee Valley.....	600,000 00	405,615 21	528,078 38	1,841,772 61	1,841,772 61
Flushing, North Shore and Central.....	33,315 71	34,469 73	49,001 57	46,928 89	34,046 77
Fonda, Johnstown and Gloversville.....	.....	.....	.....	.....	40,000 00
Geneva, Hornellsville and Pine Creek.....	.....	.....	.....	.....	192,248 86
Geneva, Ithaca and Sayre.....	.....	.....	.....	81,067 14	307,225 61
Geneva and Lyons.....	.....	.....	.....	.....	168,000 58
Glendale and East River.....	.....	32,216 27	35,658 34	25,230 71	33,156 57
Gloversville and Northville.....	2,000 00	6,500 00	1,000 00	86,297 09	.....
Goshen and Deckertown.....	24,913 53	25,709 51	28,876 07	85 60	85 50
Greene.....	12,081 00	21,348 53	20,000 00	32,000 00	48,838 34
Greenwich and Johnsonville.....	.....	.....	.....	.....	.....
Harlem River and Port Chester.....	1,470,227 12	479,433 21	479,433 21	479,433 21	479,433 21



## RAILROAD REPORT.

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## COMPARATIVE STATEMENT FOR FIVE YEARS—(Continued).

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Ulster and Delaware.....	.....	\$21,379 70	\$74,792 79	\$131,965 80	\$57,982 08
Utica, Chenango and Susquehanna Valley.....	.....	135,039 51	132,455 45	145,923 73	146,103 35
Utica, Ithaca and Elmira.....	.....	250,000 00	250,000 00	353,438 18	.....
Utica, Clinton and Binghamton.....	.....	.....	54,847 16	83,500 00	53,500 00
Valley.....	.....	77,068 07	86,589 43	92,900 00	93,063 54
Wallkill Valley.....	.....	439,778 98	439,778 98	46,258 81	90,054 18
Waverly and State Line.....	.....	54,398 05	54,398 05	54,393 05	54,398 05
West Shore Hudson River.....	.....	61,918 32	61,918 32	61,918 32	61,918 32

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$6,000,000 00	\$7,971,734 68	\$7,971,731 68	\$7,971,734 68	\$7,971,734 68
Albany and Susquehanna .....	4,292,000 00	4,294,000 00	5,142,000 00	5,145,000 00	5,145,000 00
Atlantic and Great Western .....	71,169,864 44	75,469,338 08	75,469,338 08	75,469,338 08	83,850,311 28
Avon, Genesee and Mount Morris .....	20,000 00	20,000 00	20,000 00	20,000 00	30,000 00
Bath and Hammondsport .....	10,023 86	10,023 86	47,000 00	41,432 00	50,500 00
Black River and Morristown .....	130,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Black River and St. Lawrence .....	285 79	135 00	135 00	135 00	135 00
Boston and Albany .....	7,304,949 75	7,510,569 75	7,833,013 37	8,003,666 75	7,541,125 25
Boston, Hoosac Tunnel and Albany .....	.....	.....	.....	.....	3,100 00
Boston, Hoosac Tunnel and Western .....	80,000 00	80,000 00	80,000 00	80,000 00	88,886 50
Brooklyn, Bath and Coney Island .....	.....	.....	.....	.....	84,000 00
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	764,896 35
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	584,000 00
Buffalo, Bradford and Pittsburgh .....	.....	.....	.....	.....	580,000 00
Buffalo City .....	.....	.....	.....	.....	20,047 37
Buffalo Creek .....	85,742 39	81,576 85	90,078 85	107,683 84	95,498 38
Buffalo Cresskill .....	1,136 52	1,136 52	.....	.....	.....
Buffalo Erie Basin .....	.....	.....	11,508 19	11,503 90	11,503 19
Buffalo, New York and Erie .....	2,390,000 00	2,390,000 00	2,390,000 00	2,390 00	2,390,000 00
Buffalo, New York and Philadelphia .....	4,167,695 79	4,450,020 77	4,630,478 29	4,525,808 89	4,518,839 29
Buffalo and Southwestern .....	.....	.....	.....	.....	1,207,401 77
Carthage, Watertown and Sackett's Harbor .....	290,000 00	306,000 00	306,000 00	300,000 00	300,000 00
Cayuga Southern .....	.....	.....	.....	.....	300,000 00
Cazenovia, Canastota and De Ruyter .....	163,307 10	163,333 61	.....	5,656 48	30,190 20
Chautauque Lake .....	.....	.....	667 43	567 43	607,229 89
Cherry Valley, Sharon and Albany .....	330,470 00	219,138 81	800,000 80	800,000 00	10,000 00
Clayton and Theresa .....	300,000 00	219,138 81	319,138 81	219,133 81	219,133 81
Clove Branch .....	.....	.....	.....	7,500 00	7,500 00
Cooperstown and Susquehanna Valley .....	112,316 23	111,093 33	146,816 31	143,481 00	138,667 71
Corning, Cowanesque and Andrim .....	.....	500,000 00	500,000 00	559,349 99	500,000 00
Delhi and Middletown .....	69,273 00	72,385 00	72,385 00	72,385 00	72,385 00
Deerpark, Allegany Valley and Pittsburgh .....	3,426,615 16	3,401,540 29	3,394,403 37	3,382,266 79	3,388,322 89
Elmira State Line .....	413 94	413 94	1,143,575 00	1,160,000 00	1,600,000 00
Elmira and Williamsport .....	1,570,000 00	55,083,455 83	1,620,000 00	1,620,000 00	1,620,000 00
Erie and Genesee Valley .....	48,129,017 34	55,430,374 46	55,430,374 46	66,156,030 11	64,941,519 77
Flushing, North Shore and Central .....	124,000 00	240,000 00	240,000 00	120,000 00	120,000 00
Fonda, Johnstown and Gloversville .....	3,953,900 00	4,214,238 17	4,506,761 24	4,496,365 37	4,496,365 37
Geneva, Hornellsville and Pine Creek .....	333,315 71	334,459 73	349,901 57	346,328 89	334,646 77
Geneva, Ithaca and Sayre .....	.....	.....	600,000 00	691,067 14	40,000 00
Geneva and Lyons .....	.....	.....	.....	.....	792,248 86
.....	.....	.....	.....	.....	307,525 61

## COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Middletown and Crawford.	124,137 45	124,137 45	124,137 54	124,137 54	122,300 00
Middletown, Unionville and Water Gap.	123,200 00	123,850 00	123,850 00	123,850 00	123,850 00
Middletown, Amersfort and Coney Island.	.....	.....	.....	2,000 00	2,000 00
Monroe and Greenwood Lake.	120,063 00	120,000 00	120,000 00	1,200 00	1,200 00
Montgomery and Erie.	22,642 39	22,876 39	23,330 77	23,330 77	23,330 77
Nanuet and New City.	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Newburgh, Dutchess and Connecticut.	.....	.....	.....	.....	887,350 00
Newburgh and New York.	.....	.....	.....	.....	500,000 00
New England, New York and Pennsylvania.	.....	.....	.....	.....	10,740 00
New Jersey and New York.	.....	.....	.....	.....	1,187,400 00
Newtown and Flushing.	8,540 00	8,540 00	8,540 00	8,540 00	8,540 00
New York and Albany.	15,610 00	15,610 00	15,610 00	15,610 00	43,514 17
New York, Bay Ridge and Jamaica.	.....	.....	54,859 10	102,510 00	150,000 00
New York, Brooklyn and Sea Shore.	.....	.....	.....	62,000 00	62,000 00
New York and Canada.	2,115,200 00	2,247,200 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River.	189,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00	89,428,300 00
New York Central, Niagara River.	.....	.....	.....	25,100 00	28,100 00
New York City and Northern.	.....	.....	.....	.....	1,275,500 00
New York Elevated.	798,300 00	798,300 00	806,125 00	1,053,125 00	3,190,125 00
New York and Harlem.	9,050,000 00	9,050,000 00	9,050,000 00	9,050,000 00	9,450,000 00
New York, Housatonic and Northern.	251,200 00	251,200 00	251,200 00	251,200 00	251,200 00
New York, Lake Erie and Western.	.....	.....	.....	.....	(1)
New York and Mahopac.	255,000 00	255,000 00	255,000 00	255,000 00	255,000 00
New York and Manhattan Beach.	.....	.....	.....	.....	255,000 00
New York, New Haven and Hartford.	15,500,000 00	15,000,000 00	15,500,000 00	15,500,000 00	15,500,000 00
New York and New England.	.....	.....	.....	.....	500,000 00
New York and Oswego Midland.	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29	6,800,522 29
New York Quick Transit.	550 00	550 00	500 00	500 00	500 00
New York and Rockaway.	.....	100,000 00	100,000 00	100,000 00	100,000 00
New York and Rockaway Beach.	.....	.....	.....	.....	.....
New York and Sea Beach.	.....	.....	.....	.....	.....
New York Underground Extension.	57,530 00	23,790 00	23,790 00	23,790 00	88,500 00
New York, Westchester and Boston.	.....	.....	.....	.....	500,000 00
New York, Westchester and Putnam.	45,100 00	45,100 00	45,100 00	45,100 00	57,530 00
New York, West Shore and Chicago.	.....	.....	.....	.....	.....
Niagara Bridge and Rockaway.	1,000,000 00	1,000,000 00	1,000,000 00	1,850 00	45,100 00
Niagara Falls Branch.	.....	.....	.....	1,000,000 00	2,850 00
Northern of New Jersey.	1,000,000 00	1,000,000 00	1,000,000 00	1,400 00	1,000,000 00
Nyack and Northern.	78,250 00	78,250 00	78,250 00	78,250 00	1,000,000 00
Ocean Palace Elevated.	.....	.....	.....	600 00	78,250 00
	.....	.....	.....	.....	635 00



## RAILROAD REPORT.

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Ogdensburgh and Lake Champlain	\$, 077, 000 00	\$, 077, 000 00	\$, 077, 000 00
Ogdensburgh and Morrisdown	1, 333 00	1, 333 00	1, 333 00
Ogdensburgh and Warren	300, 000 00	300, 000 00	300, 000 00
Olean, Bradford and Warren	1, 320, 400 00	1, 320, 400 00	1, 320, 400 00
Orange County	436, 207 17	436, 207 17	436, 207 17
Oswego and Syracuse	850, 000 00	850, 000 00	850, 000 00
Oswego and Erie Coal and Railway	6, 000, 000 00	6, 000, 000 00	6, 000, 000 00
Poughkeepsie, Hartford and Boston	118, 705 00	118, 705 00	118, 705 00
Poughkeepsie and Saratoga	488, 300 00	488, 300 00	488, 300 00
Rhinebeck and Connecticut	555, 200 00	555, 200 00	555, 200 00
Rhinebeck and Genesee Valley	555, 200 00	555, 200 00	555, 200 00
Rochester, Nunda and Pittsburgh	273, 800 00	273, 800 00	273, 800 00
Rochester and State Line	3, 117, 600 00	3, 117, 600 00	3, 117, 600 00
Rome and Clinton	450, 000 00	450, 000 00	450, 000 00
Rome, Watertown and Ogdensburgh	31, 300 00	31, 300 00	31, 300 00
Ryo Lake	100, 000 00	100, 000 00	100, 000 00
Saratoga and Schenectady	100, 000 00	100, 000 00	100, 000 00
Schenectady and Duaneburgh	1, 784, 771 19	1, 784, 771 19	1, 784, 771 19
Schoharie Valley	1, 000 00	1, 000 00	1, 000 00
Sedge Bank	291, 600 00	291, 600 00	291, 600 00
Sheephead Bay and Coney Island	77, 800 00	77, 800 00	77, 800 00
Silver Lake	96, 227 00	96, 227 00	96, 227 00
Skaneateles	1, 784, 771 19	1, 784, 771 19	1, 784, 771 19
Smithtown and Port Jefferson	1, 000 00	1, 000 00	1, 000 00
Southern Central	291, 600 00	291, 600 00	291, 600 00
Southern Branch	989, 000 00	989, 000 00	989, 000 00
Southern Hempstead Branch	210, 000 00	210, 000 00	210, 000 00
Southern of Long Island	80, 000 00	80, 000 00	80, 000 00
Springville and Saratoga	500, 000 00	500, 000 00	500, 000 00
Spuyten Duyvil and Port Morris	2, 001, 000 00	2, 001, 000 00	2, 001, 000 00
Staten Island	10, 000 00	10, 000 00	10, 000 00
Sterling Mountain	100, 000 00	100, 000 00	100, 000 00
Suspension Bridge and Erie Junction	90, 000 00	90, 000 00	90, 000 00
Syracuse, Binghamton and New York	75, 400 00	75, 400 00	75, 400 00
Syracuse, Chenango and New York	1, 609, 010 00	1, 609, 010 00	1, 609, 010 00
Syracuse, Chenango and Corning	274, 400 00	274, 400 00	274, 400 00
Syracuse Junction	30, 000 00	30, 000 00	30, 000 00
Syracuse, Phoenix and Oswego	750, 000 00	750, 000 00	750, 000 00
Tioga and Savona	1, 770, 720 00	1, 770, 720 00	1, 770, 720 00
Troy and Bennington	75, 400 00	75, 400 00	75, 400 00
Troy and Boston	1, 609, 010 00	1, 609, 010 00	1, 609, 010 00
Troy and Greenbush	274, 400 00	274, 400 00	274, 400 00
Troy Union	30, 000 00	30, 000 00	30, 000 00
Union	750, 000 00	750, 000 00	750, 000 00
Ulster and Delaware	1, 770, 720 00	1, 770, 720 00	1, 770, 720 00
Ulster and Black River	1, 770, 720 00	1, 770, 720 00	1, 770, 720 00

● Not reported.



COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Utica, Chenango and Cortland .....	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00	\$267,000 00
Utica, Chenango and Susquehanna Valley .....	3,758,700 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton .....	.....	.....	610,825 70	610,825 70	610,825 70
Valley .....	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Watkins Valley .....	731,747 20	734,747 20	734,747 20	734,747 20	734,747 20
Watwick Valley .....	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Waverly and State Line .....	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Westchester County .....	.....	.....	.....	.....	.....
West Shore and Hudson River .....	526,700 00	526,700 00	526,700 00	526,700 00	526,700 00
West Troy and Green Island .....	3,200 00	3,200 00	3,200 00	3,200 00	3,200 00

• Not reported.

# COMPARATIVE STATEMENT FOR FIVE YEARS.

## RAILROAD REPORT.

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NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00
Albany and Susquehanna .....	4,222,000 00	4,204,000 00	5,912,000 00	6,015,000 00	6,015,000 00
Atlantic and Great Western .....	67,220,892 81	68,994,811 28	68,994,811 28	68,994,811 28	68,994,811 28
Avon, Genesee and Mount Morris .....	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondport .....	.....	.....	35,000 00	35,000 00	35,000 00
Black River and Morris town .....	121,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Boston and Albany .....	5,538,000 00	6,242,000 00	7,001,000 00	7,000,000 00	7,000,000 00
Brooklyn, Bath and Coney Island .....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	.....
Buffalo, Bradford and Pittsburgh .....	.....	.....	.....	.....	.....
Buffalo City .....	.....	.....	.....	.....	.....
Buffalo, New York and Erie .....	2,380,000 00	2,380,000 00	2,380,000 00	2,380,000 00	2,380,000 00
Buffalo, New York and Philadelphia .....	2,972,500 00	3,320,500 00	3,437,500 00	3,449,500 00	3,807,500 00
Butte and Northwestern .....	.....	.....	.....	.....	.....
Carthage, Watertown and Sackett's Harbor .....	.....	.....	.....	.....	.....
Cazenovia, Canastota and De Ruyter .....	200,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Cherry Valley, Sharon and Albany .....	150,000 00	150,000 00	.....	.....	.....
Clayton and Theresa .....	307,000 00	307,000 00	300,000 00	300,000 00	300,000 00
Cooperstown and Susquehanna Valley .....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Corning, Covanquesque and Antrim .....	100,000 00	100,000 00	140,000 00	140,000 00	136,000 00
Delhi and Middletown .....	.....	500,000 00	500,000 00	500,000 00	500,000 00
Dunkirk, Allegheny Valley and Pittsburgh .....	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Elmira State Line .....	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Elmira and Williamsport .....	.....	.....	143,575 00	160,000 00	160,000 00
Erie .....	1,570,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Erie and Genesee Valley .....	45,576,814 00	54,271,814 00	54,271,814 00	54,271,814 00	54,271,814 00
Flushing, North Shore and Central .....	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
Fonda, Johnstown and Gloversville .....	3,431,900 00	3,808,682 96	3,908,682 86	3,908,682 86	3,908,682 86
Geneva, Ithaca and Sayre .....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Glen's Falls .....	.....	.....	600,000 00	600,000 00	600,000 00
Gloversville and Northville .....	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Goshen and Deckertown .....	246,500 00	246,500 00	246,500 00	246,500 00	246,500 00
Green .....	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Greenwich and Johnsonville .....	183,500 00	183,500 00	183,500 00	183,500 00	183,500 00
Harlem Extension .....	.....	.....	.....	.....	.....
Harlem River and Fort Chester .....	1,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Ithaca, Auburn and West Chester .....	.....	.....	.....	.....	.....
Kings County Central .....	.....	.....	.....	.....	.....
Lake Champlain and Moriah .....	104,000 00	104,000 00	104,000 00	104,000 00	104,000 00
Lake Shore and Michigan Southern .....	34,426,000 00	36,500,000 00	36,125,000 00	36,000,000 00	35,750,000 00

STATE ENGINEER AND SURVEYOR'S

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.½
Long Island .....	.....	\$1,500,000 00	\$1,500,500 00	.....	\$1,881,750 00
Metropolitan Elevated .....	.....	17,000 00	.....	.....	18,000 00
Middleburgh and Schoharie .....	.....	70,000 00	17,000 00	.....	80,300 00
Middletown and Crawford .....	.....	400,000 00	400,000 00	.....	400,000 00
Middletown, Unionville and Water Gap .....	.....	170,500 00	170,500 00	.....	170,500 00
Montgomery and Erie .....	.....	.....	.....	.....	1,184,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	250,000 00
Newburgh and New York .....	.....	932,500 00	1,034,500 00	.....	1,034,500 00
New Jersey and New York .....	.....	150,000 00	150,000 00	.....	150,000 00
Newtown and Flushing .....	.....	.....	10,000 00	.....	200,000 00
New York, Bay Ridge and Jamaica .....	.....	.....	.....	.....	18,500 00
New York, Brooklyn and Sea Shore .....	.....	.....	.....	.....	15,000 00
New York and Canada .....	.....	4,000,000 00	4,000,000 00	.....	4,000,000 00
New York Central and Hudson River .....	.....	40,003,057 62	39,844,733 33	.....	39,801,233 33
New York City and Northern .....	.....	.....	.....	.....	500,000 00
New York Elevated .....	.....	771,000 00	771,000 00	.....	1,740,000 00
New York and Harlem .....	.....	11,317,329 00	10,617,329 00	.....	4,808,000 00
New York, Housatonic and Northern .....	.....	249,000 00	249,000 00	.....	10,617,329 00
New York, Lake Erie and Western .....	.....	.....	.....	.....	249,000 00
New York, Lake Erie and Manhattan Beach .....	.....	.....	.....	.....	500,000 00
New York, New Haven and Hartford .....	.....	1,081,500 00	.....	.....	.....
New York and Oswego Midland .....	.....	16,073,500 00	16,073,500 00	.....	16,073,500 00
New York and Rockaway .....	.....	250,000 00	250,000 00	.....	250,000 00
New York, West Shore and Chicago .....	.....	5,019,240 12	5,019,240 12	.....	5,050,000 00
Northern of New Jersey .....	.....	400,000 00	400,000 00	.....	400,000 00
Nyack and Northern .....	.....	150,000 00	157,500 00	.....	157,500 00
Ogdensburg and Lake Champlain .....	.....	983,000 00	988,000 00	.....	994,000 00
Ontario Southern .....	.....	.....	.....	.....	994,000 00
Oswego and Rome .....	.....	612,100 00	612,100 00	.....	612,100 00
Oswego and Syracuse .....	.....	123,500 00	123,500 00	.....	461,500 00
Poughkeepsie, Hartford and Boston .....	.....	.....	.....	.....	535,000 00
Rensselaer and Saratoga .....	.....	2,000,000 00	535,000 00	.....	535,000 00
Rhinebeck and Connecticut .....	.....	800,000 00	2,000,000 00	.....	2,000,000 00
Rochester, Nunda and Pittsburgh .....	.....	.....	900,000 00	.....	800,000 00
Rochester and State Line .....	.....	.....	.....	.....	400,000 00
Rome and Clinton .....	.....	1,105,000 00	1,182,000 00	.....	2,843,580 00
Rome, Watertown and Ogdensburg .....	.....	50,000 00	38,500 00	.....	7,749,800 00
Rye Lake .....	.....	2,538,719 25	7,245,900 00	.....	7,000 00
Schenectady and Dutchess .....	.....	350,000 00	500,000 00	.....	500,000 00
Schoharie Valley .....	.....	25,000 00	34,500 00	.....	34,500 00
Silver Lake .....	.....	.....	.....	.....	15,000 00

[illegible]

• See Erie.



COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68
Atlantic and Great Western.....	83,888,971 61	6,475,126 80	6,475,126 80	6,475,126 80	6,475,126 80
Bath and Hammondsport.....	10,023 86	10,023 86	9,000 00	3,462 00	1,500 00
Black River and Morris-town.....	9,000 00	135 00	135 00	135 00	135 00
Black River and St. Lawrence.....	296 79	1,161,509 75	833,013 37	1,008,656 75	541,125 35
Boston and Albany.....	1,746,949 75	.....	.....	.....	9,100 00
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	.....	68,886 60
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	.....	160,866 35
Brooklyn, Flatbush and Conoy Island.....	.....	.....	.....	.....	160,847 87
Buffalo City.....	.....	81,576 85	90,076 85	107,633 54	98,293 38
Buffalo Creek.....	83,742 30	1,186 62	.....	.....	11,503 19
Buffalo Creekstown.....	1,193 62	1,109,520 77	1,123,978 59	1,075,308 88	711,339 23
Buffalo and Erie Basin.....	1,195,199 79	.....	.....	.....	197,685 10
Buffalo and York and Philadelphia.....	.....	6,000 00	6,000 00	.....	.....
Buffalo and Southwestern.....	.....	.....	.....	.....	30,190 30
Carthage, Watertown and Sackett's Harbor.....	.....	.....	.....	.....	7,290 89
Cayuga Southern.....	12,307 10	18,232 51	567 43	567 43	567 43
Chautauque, Chautauque and De Ruyter.....	23,470 00	25,000 00	.....	.....	.....
Chautauque Lake.....	.....	19,193 81	19,193 81	19,193 81	19,193 81
Cherry Valley, Sharon and Albany.....	.....	.....	.....	.....	7,500 00
Clayton and Theresa.....	.....	11,032 33	.....	.....	2,067 71
Closter Branch.....	13,316 28	.....	6,816 31	.....	.....
Coopers-town and Susquehanna Valley.....	.....	12,335 00	12,335 00	12,335 00	12,335 00
Corning, Conansqueque and Abertin.....	69,275 00	201,540 29	191,463 57	182,290 79	182,322 98
Dell and Middle-town.....	226,445 16	419 31	.....	.....	.....
Dunkirk, Allegany Valley and Pittsburgh.....	2,552,203 31	1,491,641 83	1,159,090 46	1,867,216 11	669,706 77
Erie.....	.....	150,000 00	150,000 00	.....	.....
Erie and Genesee Valley.....	500,000 00	465,615 91	568,078 39	1,841,772 51	1,241,772 51
Fishing, North Shore and Central.....	83,315 71	34,469 75	49,001 57	40,328 86	24,646 77
Fonda, Johnson and Gloverville.....	.....	.....	.....	.....	40,949 90
Geneva, Hornetville and Pine Creek.....	.....	.....	.....	.....	192,948 85
Geneva, Hornetville and Sayre.....	.....	.....	.....	.....	307,235 31
Geneva and Lyons.....	.....	.....	.....	.....	188,000 56
Glendale and East River.....	.....	.....	.....	.....	33,135 57
Gloverville and Northville.....	.....	.....	.....	.....	.....
Goshen and Decker-town.....	.....	39,216 27	35,658 34	39,220 71	.....
Greene.....	2,000 00	5,500 00	23,000 00	85 60	85 60
Greenwich and Johnsonville.....	24,913 53	25,709 51	23,876 07	22,000 00	48,838 34
Harlem River and Port Chester.....	12,061 00	21,348 53	20,000 00	479,483 31	479,483 31
.....	1,470,247 12	479,483 31	479,483 31	479,483 31	479,483 31



## RAILROAD REPORT.

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Hudson, Suspension Bridge and New England.....	137,604 34	137,604 34	137,604 34	137,604 34
King County Central.....	914 90	914 90	914 90	914 90
Lake Champlain and Moriah.....	214 28	214 28	214 28	214 28
Lake Shore and Michigan Southern.....	465,600 34	465,600 34	465,600 34	465,600 34
Long Island.....	102,267 31	102,267 31	102,267 31	102,267 31
Middle Central.....	300 00	300 00	300 00	300 00
Middleburgh and Schoharie.....	53,497 74	53,497 74	53,497 74	53,497 74
Middletown, Unionville and Water Gap.....	190,088 03	190,088 03	190,088 03	190,088 03
Middletown, New City.....	416,813 71	416,813 71	416,813 71	416,813 71
Namuet and New York.....	38,063 74	38,063 74	38,063 74	38,063 74
Newburgh, Dutchess and Connecticut.....	15,000 00	15,000 00	15,000 00	15,000 00
New Jersey and Albany.....	33,000 00	33,000 00	33,000 00	33,000 00
New York and Albany.....	216,585 73	216,585 73	216,585 73	216,585 73
New York, Bay Ridge and Jamaica.....	29,004 17	29,004 17	29,004 17	29,004 17
New York, Brooklyn and Sea Shore.....	416,813 71	416,813 71	416,813 71	416,813 71
New York and Canada.....	56,540 88	56,540 88	56,540 88	56,540 88
New York Central and Hudson River.....	534,212 22	534,212 22	534,212 22	534,212 22
New York Elevated.....	70,000 00	70,000 00	70,000 00	70,000 00
New York and Harlem.....	700,000 00	700,000 00	700,000 00	700,000 00
New York and Hempstead.....	225,374 37	225,374 37	225,374 37	225,374 37
New York, Housatonic and Northern.....	400,000 00	400,000 00	400,000 00	400,000 00
New York, Lake Erie and Western.....	45,000 00	45,000 00	45,000 00	45,000 00
New York and Manhattan Beach.....	306,304 02	306,304 02	306,304 02	306,304 02
New York, New Haven and Hartford.....	6,513,018 10	6,513,018 10	6,513,018 10	6,513,018 10
New York and Oswego Midland.....	70,500 00	70,500 00	70,500 00	70,500 00
New York and Sea Beach.....	232,762 30	232,762 30	232,762 30	232,762 30
New York, Westchester and Boston.....	302,120 50	302,120 50	302,120 50	302,120 50
New York, West Shore and Chicago.....	1,289 53	1,289 53	1,289 53	1,289 53
Nyack and Northern.....	17,374 00	17,374 00	17,374 00	17,374 00
Ogdensburg and Lake Champlain.....	323,912 03	323,912 03	323,912 03	323,912 03
Ontario and Southern.....	14,784 00	14,784 00	14,784 00	14,784 00
Oswego and Rome.....	41,316 13	41,316 13	41,316 13	41,316 13
Oswego and Syracuse.....	473,301 90	473,301 90	473,301 90	473,301 90
Port Jervis and Monticello.....	9,000 00	9,000 00	9,000 00	9,000 00
Poughkeepsie, Hartford and Boston.....	634,585 24	634,585 24	634,585 24	634,585 24
Rhinebeck and Connecticut.....	3,088 87	3,088 87	3,088 87	3,088 87
Rochester and State Line.....	1,000 00	1,000 00	1,000 00	1,000 00
Rochester and Erie.....	498 76	498 76	498 76	498 76
Rockaway Elevated.....	2,548 29	2,548 29	2,548 29	2,548 29
Rome and Clinton.....	461,960 49	461,960 49	461,960 49	461,960 49
Rome, Watertown and Ogdensburg.....	410,363 60	410,363 60	410,363 60	410,363 60
Rye Lake.....	5,300 00	5,300 00	5,300 00	5,300 00
Schoharie Valley.....	147,237 12	147,237 12	147,237 12	147,237 12
Silver Lake.....	146,362 13	146,362 13	146,362 13	146,362 13
Skaneateles.....	461,965 88	461,965 88	461,965 88	461,965 88
Southern Central.....	632,297 57	632,297 57	632,297 57	632,297 57
Southern of Long Island.....	10,000 00	10,000 00	10,000 00	10,000 00
Staten Island.....	13,500 00	13,500 00	13,500 00	13,500 00
Syracuse, Binghamton and New York.....	148,548 59	148,548 59	148,548 59	148,548 59
Syracuse, Geneva and Corning.....	351,976 78	351,976 78	351,976 78	351,976 78
Syracuse Junction.....	351,976 78	351,976 78	351,976 78	351,976 78
Syracuse, Phoenix and Oswego.....	351,976 78	351,976 78	351,976 78	351,976 78
Troy and Boston.....	351,976 78	351,976 78	351,976 78	351,976 78

COMPARATIVE STATEMENT FOR FIVE YEARS—(Continued).

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Ulster and Delaware.....	.....	\$21,379 70	\$74,799 79	\$131,965 80	\$37,993 06
Utica, Chenango and Susquehanna Valley.....	\$238,783 46	135,069 51	132,455 45	145,923 73	146,103 35
Utica, Ithaca and Elmira.....	.....	250,000 00	250,000 00	355,438 18	.....
Utica, Clinton and Binghamton.....	.....	.....	54,847 16	83,500 00	52,500 00
Valley.....	.....	77,068 07	86,538 43	92,900 00	93,063 54
Wallkill Valley.....	68,796 54	439,778 98	439,778 98	46,368 81	90,064 18
Waverly and State Line.....	378,323 98	54,398 05	54,398 05	54,398 05	54,398 05
West Shore Hudson River.....	61,918 33	61,918 32	61,918 33	61,918 33	61,918 33

# COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.

TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.

	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$4,000,000 00	\$7,971,734 68	\$7,971,731 68	\$7,971,734 68	\$7,971,734 68
Albany and Susquehanna .....	4,252,000 00	4,204,000 00	5,942,000 00	6,045,000 00	6,045,000 00
Atlantic and Great Western .....	71,169,864 44	75,469,938 08	75,469,938 08	75,469,938 08	68,850,311 28
Avon, Genesee and Mount Morris .....	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport .....	16,023 88	16,023 88	47,000 00	41,422 00	30,000 00
Black River and Morris-town .....	130,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Black River and St. Lawrence .....	285 79	135 00	135 00	135 00	135 00
Boston and Albany .....	7,394,949 75	7,510,509 75	7,523,013 37	8,003,056 75	7,541,125 75
Boston, Hoosac Tunnel and Albany .....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Boston, Hoosac Tunnel and Western .....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Bath and Coney Island .....	764,895 35	764,895 35	764,895 35	764,895 35	764,895 35
Brooklyn, Flatbush and Coney Island .....	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
Brooklyn and Rockaway Beach .....	20,047 37	20,047 37	20,047 37	20,047 37	20,047 37
Buffalo, Bradford and Pittsburgh .....	584,268 33	584,268 33	584,268 33	584,268 33	584,268 33
Buffalo City .....	85,742 59	81,576 85	90,076 85	107,633 84	11,503 19
Buffalo Creek .....	1,126 52	1,126 52	1,126 52	1,126 52	1,126 52
Buffalo Cross-town .....	2,380,000 00	2,380,000 00	2,380,000 00	2,380,000 00	2,380,000 00
Buffalo Erie Basin .....	4,157,629 79	4,430,020 77	4,620,478 29	4,525,806 89	4,518,839 29
Buffalo, New York and Erie .....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Buffalo, New York and Philadelphia .....	163,307 10	163,333 51	163,333 51	163,333 51	163,333 51
Buffalo and Southwestern .....	330,470 00	219,198 81	300,000 00	300,000 00	300,000 00
Carthage, Watertown and Sackett's Harbor .....	300,000 00	219,198 81	300,000 00	300,000 00	300,000 00
Cayuga Southern .....	112,316 28	111,083 35	146,816 31	143,481 00	138,687 71
Cazenovia, Canastota and De Ruyter .....	68,273 00	73,395 00	72,385 00	72,385 00	72,385 00
Chautauque Lake .....	3,426,615 16	3,401,540 89	3,304,403 37	3,382,288 79	3,382,288 79
Cherry Valley, Sharon and Albany .....	413 84	413 84	413 84	413 84	413 84
Clayton and Theresa .....	112,316 28	111,083 35	146,816 31	143,481 00	138,687 71
Clover Branch .....	68,273 00	73,395 00	72,385 00	72,385 00	72,385 00
Cooperstown and Susquehanna Valley .....	3,426,615 16	3,401,540 89	3,304,403 37	3,382,288 79	3,382,288 79
Corning, Cowanesque and Andrum .....	413 84	413 84	413 84	413 84	413 84
Delhi and Middletown .....	112,316 28	111,083 35	146,816 31	143,481 00	138,687 71
Dunkirk, Allegheny Valley and Pittsburgh .....	68,273 00	73,395 00	72,385 00	72,385 00	72,385 00
Elmira State Line .....	3,426,615 16	3,401,540 89	3,304,403 37	3,382,288 79	3,382,288 79
Elmira and Williamsport .....	413 84	413 84	413 84	413 84	413 84
Erie .....	1,570,000 00	55,685,455 33	1,630,000 00	1,630,000 00	1,630,000 00
Erie and Genesee Valley .....	46,129,017 34	126,000 00	55,240,374 46	56,129,039 11	54,941,519 77
Fishing, North Shore and Central .....	126,000 00	126,000 00	126,000 00	126,000 00	126,000 00
Fonda, Johnstown and Gloversville .....	3,983,900 00	4,214,298 17	4,505,761 24	4,498,958 37	4,498,958 37
Geneva, Hornellsville and Pine Creek .....	333,315 71	333,459 73	349,001 57	346,328 89	334,646 77
Geneva, Ithaca and Sayre .....	.....	.....	.....	.....	.....
Geneva and Lyons .....	.....	.....	600,000 00	681,067 14	702,243 86
.....	.....	.....	.....	.....	307,285 61

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Glendale and East River.....	\$10,000 00	\$10,000 00	\$10,000 00	\$29,230 71	\$138,000 58
Glen's Falls.....	.....	.....	.....	10,000 00	10,000 00
Gloversville and Northville.....	.....	38,216 27	236,658 34	236,237 09	232,153 57
Goshen and Deckertown.....	248,500 00	252,000 00	247,500 00	246,500 00	246,500 00
Greene.....	194,913 53	193,709 51	193,876 07	200,036 50	200,083 50
Greenwich and Johnsonville.....	186,181 00	206,848 53	206,500 00	217,500 00	233,938 34
Harlem River and Port Chester.....	2,470,227 12	2,479,483 21	2,479,483 21	2,479,483 21	2,479,483 21
Hudson Suspension Bridge and New England.....	.....	.....	137,804 34	127,804 31	127,804 31
Ithaca, Auburn and Western.....	.....	.....	.....	608,990 00	517,090 00
Kings County Central.....	.....	.....	.....	28,700 00	82,000 00
Lake Champlain and Moriah.....	114,247 97	105,236 75	104,914 90	104,214 88	73,000 00
Lake Shore and Michigan Southern.....	35,728,968 61	36,500,000 00	36,125,000 00	36,000,000 00	36,750,000 00
Long Island.....	.....	1,716,403 90	1,956,080 34	2,806,217 31	3,039,610 70
Metropolitan Elevated.....	.....	.....	.....	.....	7,500,000 00
Middle Central.....	.....	.....	.....	.....	13 00
Middleburgh and Schoharie.....	17,400 00	17,300 00	17,300 00	18,200 00	18,200 00
Middletown and Crawford.....	70,000 00	70,000 00	70,000 00	82,000 00	80,300 00
Middletown and Water Gap.....	417,552 80	400,712 04	400,000 00	400,000 00	400,000 00
Montgomery and Erie.....	172,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Nanuet and New City.....	2,908 14	53,475 25	53,390 75	53,497 74	53,497 74
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	169,988 03	2,336,438 43
Newburgh and New York.....	.....	.....	.....	.....	250,000 00
New Jersey and New York.....	.....	1,451,313 71	1,451,313 71	1,451,313 71	1,451,313 71
Newtown and Fushing.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Albany.....	29,904 17	29,904 17	29,904 17	29,904 00	.....
New York, Bay Ridge and Jamaica.....	.....	.....	43,000 00	230,255 74	200,000 00
New York, Brooklyn and Sea Shore.....	.....	.....	.....	.....	42,100 00
New York and Canada.....	4,000,000 00	4,000,000 00	4,216,535 78	4,292,594 93	4,026,938 88
New York Central and Hudson River.....	38,485,909 62	40,004,334 62	40,401,274 21	40,335,445 53	40,433,233 89
New York City and Northern.....	.....	.....	.....	.....	500,000 00
New York Elevated.....	108,321 58	771,000 00	1,053,216 44	1,810,000 00	4,809,000 00
New York and Harlem.....	10,723,103 06	11,317,329 00	11,317,329 00	11,317,329 00	11,317,329 00
New York, Housatonic and Northern.....	474,374 37	474,374 37	474,374 37	474,374 37	474,374 37
New York, Lake Erie and Western.....	.....	.....	.....	.....	400,000 00
New York and Sea Beach.....	.....	.....	.....	.....	70,500 00
New York and Manhattan Beach.....	.....	.....	.....	.....	70,500 00
New York, New Haven and Hartford.....	1,421,555 48	292,768 83	235,259 35	500,000 00	874,000 00
New York and Oswego Midland.....	22,343,129 87	22,485,460 75	22,672,001 94	22,667,053 36	206,204 02
New York and Rockaway.....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York, Westchester and Boston.....	232,762 30	232,762 30	232,762 30	232,762 30	232,762 30
New York, West Shore and Chicago.....	5,321,360 63	5,321,360 63	5,321,360 63	5,321,360 63	5,050,000 00

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Northern of New Jersey.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
N. York and Northern.....	157,500 00	157,500 00	157,500 00	157,500 00	157,500 00
Ordnance and Lake Champlain.....	1,201,202 37	1,004,533 34	1,004,533 34	1,004,533 34	1,004,533 34
Ogdensburg.....	1,045,123 50	1,025,715 00	1,025,715 00	1,025,715 00	1,025,715 00
Oswego and Syracuse.....	605,267 89	614,127 50	614,127 50	614,127 50	614,127 50
Port Jervis and Montreal.....	15,000 00	447,443 02	447,443 02	447,443 02	447,443 02
Poughkeepsie, Hartford and Boston.....	570,182 77	540,781 00	540,781 00	540,781 00	540,781 00
Rensselaer and Connecticut.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Rhinebeck and Andia and Pittsburgh.....	550,515 58	535,015 93	535,015 93	535,015 93	535,015 93
Rochester, N. York and State Line.....	1,376,000 00	1,376,000 00	1,376,000 00	1,376,000 00	1,376,000 00
Rockaway Elevated.....	75,000 00	55,500 00	55,500 00	55,500 00	55,500 00
Rome and Clinton.....	2,619,925 12	5,437,076 29	5,437,076 29	5,437,076 29	5,437,076 29
Rome, Watertown and Ogdensburg.....	300,000 00	8,847 49	8,847 49	8,847 49	8,847 49
Schenectady and Duaneburgh.....	26,485 45	34,500 00	34,500 00	34,500 00	34,500 00
Schoharie Valley.....	35,000 00	35,000 00	35,000 00	35,000 00	35,000 00
Skaneateles.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Smithtown and Port Jefferson.....	2,800,867 13	2,491,605 86	2,491,605 86	2,491,605 86	2,491,605 86
Southern Central.....	510,000 00	2,912,947 30	2,912,947 30	2,912,947 30	2,912,947 30
Southern Hempstead Branch.....	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Staten Island.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Sterling Mountain.....	1,795,618 36	1,794,105 46	1,794,105 46	1,794,105 46	1,794,105 46
Suspension Bridge and Erie Junction.....	623,485 07	632,297 57	632,297 57	632,297 57	632,297 57
Syracuse, Binghamton and New York.....	88,700 00	88,700 00	88,700 00	88,700 00	88,700 00
Syracuse, Chenango and New York.....	2,000,213 35	2,168,500 00	2,168,500 00	2,168,500 00	2,168,500 00
Syracuse, Geneva and Corning.....	680,000 00	680,000 00	680,000 00	680,000 00	680,000 00
Syracuse Junction.....	1,070,000 00	1,107,000 00	1,107,000 00	1,107,000 00	1,107,000 00
Troy and Bannington.....	263,733 46	135,089 51	135,089 51	135,089 51	135,089 51
Troy and Boston.....	68,796 54	77,088 07	77,088 07	77,088 07	77,088 07
Troy Union.....	1,142,233 38	1,203,278 86	1,203,278 86	1,203,278 86	1,203,278 86
Utica and Delaware.....	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Utica and Black River.....	830,918 32	830,918 32	830,918 32	830,918 32	830,918 32
Utica, Chenango and Susquehanna Valley.....	1,070,000 00	1,112,000 00	1,112,000 00	1,112,000 00	1,112,000 00
Utica, Clinton and Binghamton.....	263,733 46	135,089 51	135,089 51	135,089 51	135,089 51
Valley.....	68,796 54	77,088 07	77,088 07	77,088 07	77,088 07
Wallkill Valley.....	1,142,233 38	1,203,278 86	1,203,278 86	1,203,278 86	1,203,278 86
Warwick Valley.....	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Waverly and State Line.....	830,918 32	830,918 32	830,918 32	830,918 32	830,918 32
West Shore Hudson River.....	830,918 32	830,918 32	830,918 32	830,918 32	830,918 32



### TOTAL COST OF ROAD AND EQUIPMENT.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.			
	1874.	1875.	1876.	1877.
Adirondack.....	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55
Addison, Osceola and Cowanesque Valley	10,636,221 53	10,440,327 13	9,716,543 41	9,697,775 94
Albany and Susquehanna.....	81,324,071 46	81,324,071 46	81,411,036 79	81,893,380 69
Albany and Vermont.....	65,243 72	133,465 93	245,000 00	245,000 00
Atlantic and Great Western.....	387,373 43	635,687 65	131,293 72	132,151 86
Avon, Genesee and Mount Morris.....	27,738,686 15	144,422 58	369,862 69	679,323 02
Bath and Hammondsport.....	1,198 00	28,562,567 30	28,821,762 25	27,914,116 50
Black River and Morrisdown.....	361,513 98	1,108 00	1,908 00	1,908 00
Black River and St. Lawrence.....	285,657 65	1,108 00	1,908 00	1,908 00
Black River and St. Lawrence.....	144,422 58	1,108 00	1,908 00	1,908 00
Boston and Albany.....	28,562,567 30	1,108 00	1,908 00	1,908 00
Boston, Albany and Schenectady.....	1,198 00	1,108 00	1,908 00	1,908 00
Boston, Housatonic Tunnel and Albany.....	451,183 47	298,719 38	298,719 38	308,375 90
Boston, Housatonic Tunnel and Albany.....	361,513 98	266,105 52	290,341 23	1,150 00
Brooklyn, Bath and Coney Island.....	298,719 38	266,105 52	290,341 23	1,150 00
Brooklyn, Bath and Coney Island Central.....	1,150 00	1,150 00	1,150 00	1,150 00
Brooklyn, Flatbush and Coney Island.....	1,150 00	1,150 00	1,150 00	1,150 00
Brooklyn, Flatbush and Coney Island.....	1,150 00	1,150 00	1,150 00	1,150 00
Brooklyn and Rockaway Beach.....	1,150 00	1,150 00	1,150 00	1,150 00
Buffalo City.....	283,635 52	283,223 47	290,649 26	299,711 30
Buffalo Creek.....	3,330,000 00	3,330,000 00	3,330,000 00	3,330,000 00
Buffalo and Erie Basin.....	5,690,747 73	6,068,075 85	6,385,831 94	6,579,854 20
Buffalo, New York and Erie.....	3,330,000 00	3,330,000 00	3,330,000 00	3,330,000 00
Buffalo, New York and Philadelphia.....	3,330,000 00	3,330,000 00	3,330,000 00	3,330,000 00
Buffalo and Southwestern.....	3,330,000 00	3,330,000 00	3,330,000 00	3,330,000 00
Canandaigua, Palmyra and Ontario.....	4,239 69	4,241 99	4,241 99	4,241 99
Canandaigua, Palmyra and Ontario.....	770,883 36	783,043 26	783,043 26	783,043 26
Canandaigua, Watertown and Sackett's Harbor.....	770,883 36	783,043 26	783,043 26	783,043 26
Cayuga Southern.....	743,884 41	747,864 60	747,864 60	747,864 60
Cayuga and Susquehanna.....	743,884 41	747,864 60	747,864 60	747,864 60
Cazenovia, Canastota and De Ruyter.....	743,884 41	747,864 60	747,864 60	747,864 60
Chautauqua Lake.....	743,884 41	747,864 60	747,864 60	747,864 60
Chemung.....	600,000 00	600,000 00	600,000 00	600,000 00
Cherry Valley, Sharon and Albany.....	290,125 98	321,723 20	321,723 20	321,723 20
Clayton and Thruvest.....	150,000 00	150,000 00	150,000 00	150,000 00
Clover Branch.....	150,000 00	150,000 00	150,000 00	150,000 00
Coney Island Beach.....	459,283 49	459,283 49	459,283 49	459,283 49
Cooperstown and Susquehanna Valley.....	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Cooperstown and Susquehanna Valley.....	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Corning, Cowanesque and Autrum.....	1,012,792 37	1,012,792 37	1,012,792 37	1,012,792 37
Delaware and Hudson Canal Co., Lockawanna and Susquehanna R. R.....	1,012,792 37	1,012,792 37	1,012,792 37	1,012,792 37
Delhi and Middletown.....	146,856 94	146,856 94	146,856 94	146,856 94
Dunkirk, Allegheny Valley and Pittsburgh.....	4,782,843 73	4,782,843 73	4,782,843 73	4,782,843 73
Emira, Jefferson and Canandaigua.....	500,000 00	500,000 00	500,000 00	500,000 00
Emira and State Line.....	190,170 10	190,170 10	190,170 10	190,170 10
Emira and State Line.....	190,170 10	190,170 10	190,170 10	190,170 10
Emira and State Line.....	190,170 10	190,170 10	190,170 10	190,170 10

## RAILROAD REPORT.

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## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
New York, New Haven and Hartford.....	\$15,492,184 87	\$15,693,048 80	\$15,693,048 80	\$15,693,048 80	\$15,735,002 09
New York and Oswego Midland.....	28,043,892 46	28,172,649 01	28,238,408 93	28,284,394 04	28,333,704 18
New York Quick Transit.....	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
New York and Sea Beach.....	290,064 40	290,064 40	290,064 40	290,064 40	160,137 00
New York, Westchester and Boston.....	1,140,323 75	1,140,323 75	1,140,323 75	1,140,323 75	290,061 40
Niagara Bridge and Canandaigua.....	527,451 82	527,451 82	527,451 82	527,451 82	1,140,323 75
Northern of New Jersey.....	228,743 24	228,743 24	228,743 24	228,743 24	1,000,000 00
Nyack and Northern.....	228,657 24	228,657 24	228,657 24	228,657 24	527,451 82
Ogdensburgh and Lake Champlain.....	5,786,920 87	5,786,920 87	5,786,920 87	5,786,920 87	235,242 24
Ogdensburgh and Morristown.....	.....	.....	.....	.....	5,677,000 00
Olean, Bradford and Warren.....	.....	.....	.....	.....	111,574 29
Ontario Southern.....	.....	.....	.....	.....	141,496 54
Oswego and Rome.....	960,952 76	960,952 76	1,554,786 05	1,557,564 80	1,560,499 62
Oswego and Syracuse.....	1,574,734 50	950,952 76	960,952 76	950,952 76	950,952 76
Port Jervis and Monticello.....	.....	1,690,592 77	1,709,769 40	1,756,537 08	1,757,390 43
Poughkeepsie, Hartford and Boston.....	.....	1,088,353 03	1,112,770 89	1,123,612 03	1,124,060 47
Rensselaer and Saratoga.....	.....	1,430,724 61	1,498,685 20	1,499,920 40	1,499,990 40
Rhinebeck and Connecticut.....	8,799,755 58	9,238,127 93	9,212,320 84	9,237,471 46	9,264,391 33
Rochester and Genesee Valley.....	610,535 98	1,306,552 25	1,434,029 73	1,442,514 25	1,438,524 99
Rochester, Nunda and Pittsburgh.....	671,303 13	671,303 13	671,303 13	671,303 13	671,303 13
Rochester and State Line.....	.....	.....	.....	.....	400,000 00
Rome and Clinton.....	1,248,895 87	1,248,895 37	1,469,780 31	.....	2,310,377 82
Rome, Watertown and Ogdensburgh.....	360,000 00	360,000 00	360,000 00	360,000 00	360,000 00
Rome.....	4,000,000 00	6,638,990 42	8,720,298 38	9,321,314 45	9,350,915 21
Saratoga and Schenectady.....	.....	6,967 49	6,967 49	6,967 49	6,967 49
Schenectady and Duaneburgh.....	.....	484,684 15	484,684 15	484,684 15	490,684 15
Schoharie Valley.....	600,000 00	.....	600,500 00	.....	450,000 00
Silver Lake.....	125,611 45	134,500 00	51,750 00	.....	103,113 30
Skaneateles.....	166,911 89	171,332 64	175,233 37	162,963 30	137,276 65
Smithtown and Port Jefferson.....	555,456 06	565,456 06	566,621 06	177,009 40	181,008 65
Southfield Branch.....	17,784 17	17,784 17	17,784 17	17,784 17	566,621 06
Southern Central.....	4,211,770 46	4,233,183 76	4,286,723 81	4,281,568 64	4,287,010 87
Southern Hempstead Branch.....	.....	.....	.....	.....	219,590 00
Southern of Long Island.....	.....	.....	.....	.....	2,979,393 03
Spuyten Duyvil and Port Morris.....	990,540 71	980,540 71	980,540 71	980,540 71	17,784 17
Staten Island.....	400,000 00	400,000 00	480,000 00	480,000 00	989,000 00
Sterling Mountain.....	500,190 36	500,630 36	500,190 36	500,357 02	480,000 00
Suspension Bridge and Erie Junction.....	.....	.....	.....	1,165,049 77	500,357 02
	.....	.....	.....	.....	1,846,200 17

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## COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Utica, Chenango and Cortland .....	\$297,000 00	\$297,000 00	\$297,000 00	\$357,000 00	\$297,000 00
Utica, Chenango and Susquehanna Valley .....	3,783,700 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Utica, Clinton and Binghamton .....	.....	.....	610,325 70	640,325 70	610,325 70
Wallkill Valley .....	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Warwick Valley .....	751,747 20	754,747 20	754,747 20	330,000 00	330,000 00
Waverick and State Line .....	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Westchester County .....	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
West Shore and Hudson River .....	.....	.....	.....	.....	*
West Troy and Green Island .....	525,700 00	525,700 00	525,700 00	525,700 00	525,700 00
	3,200 00	3,200 00	3,200 00	3,200 00	3,200 00

\* Not reported.



## RAILROAD REPORT.

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## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00	\$6,000,000 00
Albany and Susquehanna .....	4,272,000 00	4,272,000 00	5,912,000 00	6,015,000 00	6,015,000 00
Atlantic and Great Western .....	67,220,892 81	68,994,811 24	68,994,811 28	68,994,811 28	68,994,811 28
Avon, Genesee and Mount Morris .....	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondport .....	121,400 00	500,000 00	34,000 00	35,000 00	38,000 00
Black River and Morris-town .....	5,538,000 00	6,340,000 00	500,000 00	7,000,000 00	7,000,000 00
Boston and Albany .....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Brooklyn, Bath and Coney Island .....	.....	.....	.....	.....	.....
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	.....
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	.....
Buffalo, Bradford and Pittsburgh .....	.....	.....	.....	.....	.....
Buffalo City .....	.....	.....	.....	.....	.....
Buffalo, New York and Erie .....	2,350,000 00	2,350,000 00	2,350,000 00	2,350,000 00	2,350,000 00
Buffalo and Southwestern .....	2,972,500 00	3,320,500 00	3,437,500 00	3,440,500 00	3,440,500 00
Carthage, Watertown and Sackett's Harbor .....	590,000 00	590,000 00	300,000 00	300,000 00	300,000 00
Cazenovia, Canastota and De Ruyter .....	150,000 00	150,000 00	.....	.....	.....
Cherry Valley, Sharon and Albany .....	307,000 00	307,000 00	300,000 00	300,000 00	300,000 00
Clayton and Theresa .....	294,000 00	200,000 00	110,000 00	140,000 00	140,000 00
Cooperstown and Susquehanna Valley .....	100,000 00	100,000 00	500,000 00	500,000 00	500,000 00
Cooperstown and Middleburgh .....	.....	60,000 00	60,000 00	60,000 00	60,000 00
Delhi and Middleburgh .....	.....	.....	3,250,000 00	3,250,000 00	3,250,000 00
Dunkirk, Allegheny Valley and Pittsburgh .....	3,200,000 00	3,200,000 00	3,118,575 00	3,100,000 00	3,100,000 00
Elmira State Line .....	1,570,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Elmira and Williamsport .....	45,576,811 00	54,271,814 00	54,271,814 00	54,271,814 00	54,271,814 00
Erie .....	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Erie and Genesee Valley .....	3,433,200 00	3,433,200 00	3,433,200 00	3,433,200 00	3,433,200 00
Fulton, North Shore and Central .....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Fonda, Johnson and Gloversville .....	.....	.....	.....	.....	.....
Geneva, Utica and Sayre .....	.....	.....	.....	.....	.....
Glen's Falls .....	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Gloversville and Northville .....	946,500 00	946,500 00	946,500 00	946,500 00	946,500 00
Goshen and Deckertown .....	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Greene .....	185,500 00	185,500 00	185,500 00	185,500 00	185,500 00
Greenwich and Johnsonville .....	.....	.....	.....	.....	.....
Harlem Extension .....	1,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Harlem River and Port Chester .....	.....	.....	.....	.....	.....
Ilwaco, Astoria and Western .....	.....	.....	.....	.....	.....
Kings County Central .....	101,000 00	101,000 00	101,000 00	101,000 00	101,000 00
Lake Champlain and Moriah .....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern .....	34,425,000 00	36,500,000 00	36,125,000 00	36,000,000 00	35,750,000 00

STATE ENGINEER AND SURVEYOR'S

COMPARATIVE STATEMENT FOR FIVE YEARS — (Continued).

AMOUNT OF FUNDED DEBT.

NAME OF ROAD.

	1874.	1875.	1876.	1877.	1878.;
Long Island .....		\$1,500,000 00	\$1,500,500 00	\$1,853,850 00	\$1,881,750 00
Metropolitan Elevated .....		17,000 00	17,000 00	18,000 00	18,000 00
Middleburgh and Schoharie .....	\$17,000 00	70,000 00	70,000 00	82,000 00	82,000 00
Middleburgh and Crawford .....	70,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Middletown, Unionville and Water Gap .....	400,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Montgomery and Erie .....	172,000 00	.....	.....	.....	1,184,500 00
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	1,250,000 00
Newburgh and New York .....	.....	932,500 00	1,034,500 00	1,034,500 00	1,034,500 00
New Jersey and New York .....	.....	150,000 00	150,000 00	150,000 00	150,000 00
Newtown and Flushing .....	150,000 00	.....	10,000 00	182,200 00	200,000 00
New York, Bay Ridge and Jamaica .....	.....	.....	.....	15,000 00	15,000 00
New York, Brooklyn and Sea Shore .....	.....	.....	.....	4,000,000 00	4,000,000 00
New York and Canada .....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
New York Central and Hudson River .....	38,484,742 62	40,003,527 62	38,444,733 33	38,801,233 33	38,801,233 33
New York City and Northern .....	.....	.....	.....	.....	500,000 00
New York Elevated .....	.....	771,000 00	771,000 00	1,740,000 00	1,740,000 00
New York and Harlem .....	8,585,089 00	11,317,329 00	10,617,329 00	10,617,329 00	4,809,000 00
New York, Housatonic and Northern .....	249,000 00	249,000 00	249,000 00	249,000 00	10,617,329 00
New York, Lake Erie and Western .....	.....	.....	.....	.....	249,000 00
New York, Lake Erie and Western .....	.....	.....	.....	.....	.....
New York and Manhattan Beach .....	1,61,500 00	.....	.....	500,000 00	829,000 00
New York, New Haven and Hartford .....	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00	16,073,500 00
New York and Oswego Midland .....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York and Rockaway .....	5,019,240 12	5,019,240 12	5,019,240 12	5,019,240 12	5,050,000 00
New York, West Shore and Chicago .....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Northern of New Jersey .....	150,000 00	150,000 00	157,500 00	157,500 00	157,500 00
Nyack and Northern .....	150,000 00	983,000 00	983,000 00	983,000 00	983,000 00
Ogdensburg and Lake Champlain .....	983,000 00	983,000 00	983,000 00	983,000 00	983,000 00
Ontario Southern .....	.....	612,100 00	612,100 00	612,100 00	612,100 00
Oswego and Rome .....	612,100 00	123,500 00	123,500 00	461,500 00	461,500 00
Poughkeepsie, Hartford and Boston .....	173,500 00	.....	.....	.....	.....
Rensselaer and Saratoga .....	.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Rhinebeck and Connecticut .....	2,000,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Rochester, Nunda and Pittsburgh .....	800,000 00	.....	.....	.....	.....
Rochester and State Line .....	.....	.....	.....	.....	.....
Rome and Clinton .....	1,105,000 00	1,105,000 00	1,182,000 00	1,182,000 00	1,182,000 00
Rome, Watertown and Ogdensburg .....	70,000 00	38,500 00	38,500 00	38,500 00	38,500 00
Rye Lake .....	2,538,749 35	6,322,716 19	7,216,000 00	7,216,000 00	7,216,000 00
Schenectady and Danversburgh .....	.....	7,000 00	7,000 00	7,000 00	7,000 00
Schoharie Valley .....	200,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Silver Lake .....	25,000 00	34,500 00	34,500 00	34,500 00	34,500 00
	.....	.....	.....	.....	15,000 00

Albany and Port Jefferson .....	35,000 00	35,000 00	35,000 00	35,000 00
Southern Central .....	600,000 00	600,000 00	600,000 00	600,000 00
Southern Homestead Branch .....	2,540,125 00	2,540,125 00	2,540,125 00	2,540,125 00
Southern of Long Island .....	2,822,850 00	2,822,850 00	2,822,850 00	2,822,850 00
Staten Island .....	300,000 00	300,000 00	300,000 00	300,000 00
Sterling Mountain .....	350,000 00	350,000 00	350,000 00	350,000 00
Suspension Bridge and Erie Junction .....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Binghamton and New York .....	2,119,525 00	2,119,525 00	2,119,525 00	2,119,525 00
Syracuse, Geneva and Corning .....	261,400 00	261,400 00	261,400 00	261,400 00
Troy and Bennington .....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Troy Union .....	85,700 00	85,700 00	85,700 00	85,700 00
Ulster and Delaware .....	2,179,500 00	2,179,500 00	2,179,500 00	2,179,500 00
Utica and Black River .....	680,000 00	680,000 00	680,000 00	680,000 00
Utica, Clinton and Binghamton .....	1,342,600 00	1,342,600 00	1,342,600 00	1,342,600 00
Wallkill Valley .....	1,112,000 00	1,112,000 00	1,112,000 00	1,112,000 00
Warwick Valley .....	800,000 00	800,000 00	800,000 00	800,000 00
West Shore Hudson River .....	60,000 00	60,000 00	60,000 00	60,000 00
	769,000 00	769,000 00	769,000 00	769,000 00

\* See Erie.

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68	\$1,971,734 68
Atlantic and Great Western.....	6,475,196 80	6,475,196 80	6,475,196 80	6,475,196 80	6,475,196 80
Bath and Hammondsport.....	10,023 85	10,023 85	10,000 00	3,452 00	1,500 00
Black River and Morris-town.....	9,000 00	135 00	135 00	135 00	135 00
Black River and St. Lawrence.....	1,746,949 75	1,161,569 75	882,013 37	1,003,066 75	541,125 25
Boston and Albany.....	.....	.....	.....	.....	9,190 00
Boston, Hoosac Tunnel and Albany.....	.....	.....	.....	.....	68,886 80
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	.....	160,866 35
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	617 37
Buffalo City.....	.....	.....	.....	.....	98,268 35
Buffalo Creek.....	83,742 30	81,576 85	80,076 85	107,633 84	.....
Buffalo Cross-town.....	1,186 52	1,186 52	.....	.....	.....
Buffalo and Erie Basin.....	.....	.....	.....	.....	11,603 19
Buffalo, New York and Philadelphia.....	.....	.....	11,503 19	11,503 19	711,339 29
Buffalo and Southwestern.....	1,195,199 79	1,109,520 77	1,185,978 59	1,076,308 89	197,686 10
Canthage, Watertown and Sackett's Harbor.....	.....	6,000 00	6,000 00	.....	.....
Cayuga Southern.....	.....	.....	.....	.....	30,190 20
Cazenovia, Canastota and De Ruyter.....	12,307 10	13,232 51	567 43	3,656 43	7,820 89
Chautauque Lake.....	.....	.....	.....	.....	567 43
Cherry Valley, Sharon and Albany.....	28,470 00	25,000 00	19,193 81	19,193 81	19,193 81
Clyton and Theresa.....	.....	.....	.....	.....	7,500 00
Clove Branch.....	.....	11,032 33	6,816 31	2,451 00	2,967 71
Coopers-town and Susquehanna Valley.....	12,316 28	.....	.....	.....	.....
Corning, Cavanaugh and Andrum.....	69,275 00	12,385 00	12,385 00	66,549 96	12,385 00
Delhi and Middletown.....	226,645 16	201,540 29	191,403 57	182,266 79	186,322 89
Dunkirk, Allegheny Valley and Pittsburgh.....	256,413 94	412 94	.....	.....	.....
Emira and State Line.....	2,552,203 31	1,421,841 83	1,159,060 46	1,867,216 11	669,706 77
Erie.....	600,000 00	120,000 00	120,000 00	.....	.....
Erie and Genesee Valley.....	83,315 71	465,615 21	528,078 38	1,841,772 51	1,841,772 51
Fishing, North Shore and Central.....	.....	.....	.....	34,646 77	40,000 00
Fonda, Johnstown and Gloversville.....	.....	.....	49,001 57	46,828 89	192,248 96
Geneva, Hornellsville and Pine Creek.....	.....	.....	.....	.....	307,225 61
Geneva, Ithaca and Sayre.....	.....	.....	.....	81,067 14	188,060 58
Geneva and Lyons.....	.....	.....	.....	.....	35,156 57
Glendale and East River.....	.....	.....	.....	.....	.....
Gloversville and Northville.....	.....	.....	.....	.....	.....
Goshen and Deckertown.....	.....	.....	.....	.....	.....
Greene.....	2,000 00	39,216 27	35,668 34	29,230 71	85 50
Greene.....	24,913 33	6,500 00	1,000 00	86,397 09	85 50
Greenwich and Johnsonville.....	13,681 00	25,709 51	29,876 07	.....	48,838 34
Harlem River and Fort Chester.....	1,470,247 12	21,348 53	30,000 00	32,000 00	479,433 31
.....	.....	479,433 31	479,433 31	479,433 31	479,433 31



Hudson, Southampton Bridge and New England.....	137,804 34	137,804 34	137,804 34	137,804 34
Adirondack Central.....	10,347 97	1,203 00	1,203 00	1,203 00
Albany, Champlain and Montreal.....	1,805,888 01	914 90	914 90	914 90
Lake Shore and Michigan Southern.....	.....	405,500 34	405,500 34	405,500 34
Long Island.....	.....	200 00	200 00	200 00
Middle Central.....	.....	53,300 75	53,300 75	53,300 75
Middletown and Schenectady.....	.....	416,818 71	416,818 71	416,818 71
Middletown, Unionville and Water Gap.....	.....	29,904 17	29,904 17	29,904 17
Namnet and New City.....	.....	712 04	712 04	712 04
Newburgh, Dutchess and Connecticut.....	.....	63,678 29	63,678 29	63,678 29
New Jersey and Albany.....	.....	418,879 84	418,879 84	418,879 84
New York and Bay Ridge and Jamaica.....	.....	29,904 17	29,904 17	29,904 17
New York, Brooklyn and Sea Shore.....	.....	.....	.....	.....
New York and Canada.....	.....	1,107 00	1,107 00	1,107 00
New York Central and Hudson River.....	.....	.....	.....	.....
New York Elevated.....	.....	1,167 00	1,167 00	1,167 00
New York and Harlem.....	.....	108,321 48	108,321 48	108,321 48
New York and Hempstead.....	.....	2,176,434 06	2,176,434 06	2,176,434 06
New York, Housatonic and Northern.....	.....	225,374 37	225,374 37	225,374 37
New York, Lake Erie and Western.....	.....	.....	.....	.....
New York and Manhattan Beach.....	.....	390,555 48	390,555 48	390,555 48
New York, New Haven and Hartford.....	.....	6,274,629 87	6,274,629 87	6,274,629 87
New York and Oswego Midland.....	.....	.....	.....	.....
New York and Sea Beach.....	.....	352,762 30	352,762 30	352,762 30
New York, Westchester and Boston.....	.....	302,130 50	302,130 50	302,130 50
New York, West Shore and Chicago.....	.....	2,638 36	2,638 36	2,638 36
Nyack and Northern.....	.....	.....	.....	.....
Ogdensburg and Lake Champlain.....	.....	.....	.....	.....
Ontario and Southern.....	.....	.....	.....	.....
Oswego and Rome.....	.....	27 50	27 50	27 50
Oswego and Syracuse.....	.....	179,747 60	179,747 60	179,747 60
Port Jervis and Monticello.....	.....	.....	.....	.....
Poughkeepsie, Hartford and Boston.....	.....	.....	.....	.....
Rhinebeck and Connecticut.....	.....	.....	.....	.....
Rochester and State Line.....	.....	.....	.....	.....
Rockaway Elevated.....	.....	.....	.....	.....
Rome and Clinton.....	.....	.....	.....	.....
Rome, Watertown and Ogdensburg.....	.....	.....	.....	.....
Rye Lake.....	.....	.....	.....	.....
Schoharie Valley.....	.....	.....	.....	.....
Silver Lake.....	.....	.....	.....	.....
Skaneateles.....	.....	.....	.....	.....
Southern Central.....	.....	.....	.....	.....
Southern of Long Island.....	.....	.....	.....	.....
Staten Island.....	.....	.....	.....	.....
Syracuse, Binghamton and New York.....	.....	.....	.....	.....
Syracuse, Geneva and Corning.....	.....	.....	.....	.....
Syracuse Junction.....	.....	.....	.....	.....
Syracuse, Phoenix and Oswego.....	.....	.....	.....	.....
Troy and Boston.....	.....	.....	.....	.....



COMPARATIVE STATEMENT FOR FIVE YEARS—(Continued).

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Ulster and Delaware.....	.....	\$21,379 70	\$74,702 79	\$131,985 80	\$57,982 08
Ulrica, Chenango and Susquehanna Valley.....	.....	135,039 51	132,455 45	145,323 73	146,103 35
Ulrica, Ithaca and Elmira.....	.....	250,000 00	250,000 00	353,438 18	.....
Ulrica, Clinton and Binghamton.....	.....	.....	54,847 16	83,500 00	53,500 00
Valley.....	.....	.....	86,589 43	92,800 00	93,003 54
Wallkill Valley.....	.....	77,068 07	439,778 98	45,258 81	90,054 18
Waverly and State Line.....	.....	439,778 98	439,778 98	54,398 05	54,398 05
West Shore Hudson River.....	.....	54,398 05	54,398 05	61,918 32	61,918 32
	.....	61,918 32	61,918 32	61,918 32	61,918 32

## COMPARATIVE STATEMENT FOR FIVE YEARS.

## TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.

## NAME OF ROAD.

	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$6,000,000 00	\$7,971,731 68	\$7,971,731 68	\$7,971,731 68	\$7,971,731 68
Albany and Susquehanna .....	4,292,000 00	4,294,000 00	5,042,000 00	6,045,000 00	6,045,000 00
Atlantic and Great Western .....	71,169,864 44	75,469,938 08	75,469,938 08	75,469,938 08	68,850,311 28
Avon, Genesee and Mount Morris .....	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Bath and Hammondsport .....	16,023 86	10,023 86	47,000 00	41,432 00	30,500 00
Black River and Morrisport .....	130,400 00	500,000 00	500,000 00	500,000 00	500,000 00
Black River and St. Lawrence .....	263 79	135 90	135 00	135 00	135 00
Boston and Albany .....	7,304,949 75	7,310,509 75	7,323,013 37	8,003,056 75	7,541,125 25
Boston, Hoosac Tunnel and Albany .....	.....	.....	.....	.....	9,100 00
Boston, Hoosac Tunnel and Western .....	.....	.....	.....	.....	68,886 50
Brooklyn, Bath and Coney Island .....	80,000 00	80,000 00	80,000 00	80,000 00	704,806 35
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	58,000 00
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	58,000 00
Buffalo, Bradford and Pittsburgh .....	.....	.....	.....	.....	30,047 37
Buffalo City .....	.....	.....	.....	.....	98,268 38
Buffalo Creek .....	83,742 39	81,576 85	90,076 85	107,633 84	.....
Buffalo Crosstown .....	1,136 52	1,136 52	.....	.....	11,503 19
Buffalo Erie Basin .....	.....	.....	11,503 19	11,503 90	2,390,000 00
Buffalo, New York and Erie .....	2,390,000 00	2,390,000 00	2,390,000 00	2,390 00	4,514,839 29
Buffalo, New York and Philadelphia .....	4,167,689 79	4,430,020 77	4,620,478 29	4,525,808 89	1,297,401 77
Buffalo and Southwestern .....	.....	.....	.....	.....	300,000 00
Carthage, Watertown and Sackett's Harbor .....	290,000 00	306,000 00	306,000 00	300,000 00	30,190 20
Cayuga Southern .....	.....	.....	.....	.....	607,220 89
Cazenovia, Canastota and De Ruyter .....	182,307 10	163,232 61	.....	8,656 48	567 43
Chautauque Lake .....	.....	.....	.....	.....	10,000 00
Cherry Valley, Sharon and Albany .....	330,470 00	219,188 81	300,000 80	219,183 81	219,183 81
Clayton and Theresa .....	200,000 00	.....	219,188 81	7,800 00	7,500 00
Clove Branch .....	.....	.....	.....	.....	138,667 71
Cooperstown and Susquehanna Valley .....	112,316 98	111,063 33	146,816 31	143,481 00	500,000 00
Corning, Cowanesque and Antrim .....	.....	500,000 00	500,000 00	539,849 98	500,000 00
Delhi and Middletown .....	69,273 00	73,386 00	72,385 00	72,385 00	72,385 00
Dunkirk, Allegheny Valley and Pittsburgh .....	3,498,645 16	3,401,540 29	3,394,403 37	3,382,266 79	3,388,522 89
Elmira State Line .....	412 94	412 94	143,375 00	160,000 00	160,000 00
Elmira and Williamsport .....	1,570,000 00	53,685,455 83	1,620,000 00	1,620,000 00	1,620,000 00
Erie and Genesee Valley .....	48,129,017 34	240,000 00	55,430,374 46	56,159,030 11	54,941,519 77
Flushing, North Shore and Central .....	126,000 00	240,000 00	240,000 00	120,000 00	130,000 00
Fonda, Johnstown and Gloversville .....	8,933,900 00	4,214,238 17	4,506,751 24	4,496,955 37	4,496,955 37
Geneva, Hornellville and Pine Creek .....	333,315 71	334,459 73	349,001 67	346,328 89	334,648 77
Geneva, Ithaca and Sayre .....	.....	.....	.....	.....	232,248 86
Geneva and Lyons .....	.....	.....	600,000 00	681,067 14	40,000 00
.....	.....	.....	.....	.....	792,248 86
.....	.....	.....	.....	.....	307,328 61

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Glendale and East River.....	\$10,000 00	\$10,000 00	\$10,000 00	\$22,330 71	\$138,060 58
Glen's Falls.....	248,500 00	38,216 27	235,638 34	235,257 09	10,000 00
Gloversville and Northville.....	184,913 53	252,000 00	247,500 00	246,500 00	232,153 57
Goshen and Deckertown.....	184,913 53	183,769 31	183,876 07	200,935 50	246,083 50
Greene.....	184,913 53	204,848 53	206,500 00	217,500 00	233,938 34
Greenwich and Johnsonville.....	2,470,227 12	2,479,483 21	2,479,483 21	2,479,483 21	2,479,483 21
Harlem River and Port Chester.....	.....	.....	.....	127,804 31	127,804 31
Hudson Suspension Bridge and New England.....	.....	.....	137,804 34	509,920 00	517,090 00
Ithaca, Auburn and Western.....	.....	.....	.....	28,700 00	82,000 00
Kings County Central.....	114,247 97	105,236 75	104,914 90	104,214 58	73,000 00
Lake Champlain and Moriah.....	\$5,728,988 61	35,500,000 00	35,125,000 00	35,000,000 00	35,750,000 00
Lake Shore and Michigan Southern.....	.....	1,716,403 90	1,956,080 34	2,806,217 31	3,039,610 70
Long Island.....	.....	.....	.....	.....	7,500,000 00
Metropolitan Elevated.....	.....	.....	.....	.....	15 00
Middle Central.....	17,400 00	17,300 00	17,200 00	18,200 00	18,200 00
Middleburgh and Schoharie.....	70,000 00	70,000 00	70,000 00	82,000 00	80,300 00
Middletown and Crawford.....	417,552 80	400,712 04	400,000 00	400,000 00	400,000 00
Middletown, Unionville and Water Gap.....	172,000 00	170,500 00	170,500 00	170,500 00	170,500 00
Montgomery and Erie.....	2,908 14	53,575 25	53,380 75	53,497 74	53,497 74
Nanuet and New City.....	.....	.....	.....	169,988 03	2,836,438 43
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	.....	250,000 00
Newburgh and New York.....	150,000 00	1,351,379 84	1,451,313 71	1,451,313 71	1,451,313 71
Newtown and Flushing.....	29,904 17	150,000 00	150,000 00	150,000 00	150,000 00
New York and Albany.....	.....	29,904 17	29,904 17	29,904 17	29,904 17
New York, Bay Ridge and Jamaica.....	.....	.....	43,000 00	220,255 74	200,000 00
New York, Brooklyn and Sea Shore.....	.....	.....	.....	30,000 00	42,100 00
New York and Canada.....	4,000,000 00	4,000,000 00	4,216,535 78	4,202,594 93	4,026,938 68
New York Central and Hudson River.....	38,485,906 62	40,904,834 62	40,401,274 21	40,335,445 55	40,433,283 89
New York City and Northern.....	.....	.....	1,053,216 44	.....	500,000 00
New York Elevated.....	108,321 58	771,000 00	11,317,329 00	11,317,329 00	4,809,000 00
New York and Harlem.....	10,762,103 06	474,374 37	11,317,329 00	11,317,329 00	11,317,329 00
New York, Housatonic and Northern.....	.....	.....	474,374 37	474,374 37	474,374 37
New York, Lake Erie and Western.....	.....	.....	.....	.....	400,000 00
New York and Sea Beach.....	.....	.....	.....	.....	70,500 00
New York and Manhattan Beach.....	1,421,555 48	282,758 38	235,269 35	239,809 15	874,000 00
New York, New Haven and Hartford.....	22,348,129 87	22,485,460 75	22,672,001 98	22,587,053 38	202,201 02
New York and Oswego Midland.....	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
New York and Rockaway.....	232,762 30	232,762 30	232,762 30	232,762 30	232,762 30
New York, Westchester and Boston.....	.....	.....	.....	.....	5,050,000 00
New York, West Shore and Chicago.....	5,331,360 63	5,331,360 63	5,331,360 63	5,331,360 63	5,331,360 63

## RAILROAD REPORT.

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Northern of New Jersey.....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Track and Northern.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ogdensburg and Lake Champlain.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ontario Southern.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Oswego and Rome.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Oswego and Monticello.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Port Jervis and Saratoga.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Rensselaer and Connecticut.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Rhincler, Nunda and Pittsburgh.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Rochester and State Line.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Rochester Elevated.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Rome and Clinton.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Rome, Watertown and Ogdensburg.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Rye Lake.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Schenectady and Duanesburgh.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Schoharie Valley.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Silver Lake.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Skaneateles.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Smithtown and Port Jefferson.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Southern Central.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Southern Hempstead Branch.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Southern of Long Island.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Station Island.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Sterling Mountain.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Suspension Bridge and Erie Junction.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Binghamton and New York.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Binghamton and New York.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Geneva and Corning.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse Junction.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Syracuse, Phoenix and Oswego.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Troy and Binghamton.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Troy and Boston.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Troy Union.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Utah and Delaware.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Utica and Black River.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Utica, Chenango and Susquehanna Valley.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Utica, Clinton and Binghamton.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Valley.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Wallkill Valley.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Warwick Valley.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Waverly and State Line.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
West Shore Hudson River.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55	\$2,728,692 55
Addison, Oseola and Cowanesque Valley .....	10,635,221 53	10,440,527 13	9,716,843 41	9,697,775 94	9,714,511 51
Albany and Susquehanna.....	81,232,283 43	81,332,283 43	81,411,036 79	81,025,116 51	81,232,283 43
Albany and Vermont.....	245,000 00	245,000 00	245,000 00	245,000 00	245,000 00
Atlantic and Great Western.....	65,393 72	65,393 72	133,455 93	131,905 86	132,151 86
Avon, Genesee and Mount Morris .....	387,473 43	633,687 63	399,962 69	677,010 16	679,222 02
Bath and Hammondsport.....	144,422 58	144,422 58	144,422 58	144,422 58	144,422 58
Black River and Morris-town.....	27,738,686 15	28,592,937 30	28,831,762 28	27,514,116 50	27,514,116 50
Boston and Albany.....	1,198 00	1,108 00	1,908 00	1,400 00	11,400 00
Boston, Hoosac Tunnel and Albany.....	261,513 93	266,105 52	290,341 23	1,200 00	27,408 00
Boston, Hoosac Tunnel and Western.....	.....	.....	.....	298,719 38	491,103 47
Brooklyn, Bath and Coney Island.....	.....	.....	.....	1,150 00	303,275 50
Brooklyn and Coney Island Central.....	.....	.....	.....	5,000 00	1,251,069 27
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	211,510 15
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	36,000 00
Buffalo City.....	283,653 52	283,223 47	280,699 26	296,365 35	299,711 30
Buffalo Creek.....	3,330,000 00	3,330,000 00	3,330,000 00	13,503 19	13,503 19
Buffalo and Erie Basin.....	5,060,747 73	6,008,075 85	6,285,351 94	3,330,000 00	3,330,000 00
Buffalo, New York and Erie.....	.....	.....	.....	6,403,225 17	6,579,824 90
Buffalo, New York and Philadelphia.....	.....	.....	.....	.....	1,189,348 94
Buffalo and Southwestern.....	.....	.....	.....	.....	6,538 04
Canandaigua, Palmyra and Ontario.....	4,239 69	4,241 99	4,241 99	6,633 49	783,883 96
Canandaigua, Watertown and Sackett's Harbor.....	770,883 96	783,043 26	783,683 26	783,753 26	425,000 00
Carthage Southern.....	.....	.....	.....	.....	614,087 16
Cayuga and Susquehanna.....	.....	1,187,562 71	1,187,562 71	744,087 16	744,087 16
Cazenovia, Canastota and De Ruyter.....	745,884 41	707,894 60	614,000 00	614,000 00	614,000 00
Chautauqua Lake.....	.....	12,314 81	14,567 43	14,567 43	14,567 43
Chemung.....	600,000 00	880,000 00	380,000 00	380,000 00	380,000 00
Cherry Valley, Sharon and Albany.....	290,125 88	331,723 20	600,000 00	600,000 00	600,000 00
Clayton and Theresa.....	150,000 00	.....	321,723 10	321,723 10	321,723 10
Clove Branch.....	.....	.....	150,000 00	154,300 00	164,300 00
Coney Island Beach.....	459,253 49	459,348 30	601,333 13	492,073 13	493,128 13
Cooperstown and Susquehanna Valley.....	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Corning, Cowanesque and Abrim.....	1,012,792 37	1,174,001 99	1,174,001 99	1,174,001 99	1,174,001 99
Delaware and Hudson Canal Co.; Lackawanna and Susquehanna R. R.....	146,596 94	146,596 94	146,596 94	146,596 94	146,596 94
Delhi and Middletown.....	4,790,054 29	4,790,054 29	4,790,054 29	4,790,054 29	4,790,054 29
Dunkirk, Allegheny Valley and Pittsburgh.....	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Elmira, Jefferson and Canandaigua.....	.....	.....	.....	.....	194,104 89
Elmira and State Line.....	.....	.....	130,170 10	190,122 45	.....





## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
New York, New Haven and Hartford.....	\$15,492,194 87	\$15,693,048 80	\$15,693,048 80	\$15,693,048 80	\$15,733,002 09
New York and Oswego Midland.....	26,043,892 46	26,172,649 01	26,236,408 98	26,284,394 04	26,333,704 18
New York and Rockaway.....	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
New York and Sea Beach.....	290,064 40	290,064 40	290,064 40	290,064 40	160,137 00
New York, Westchester and Boston.....	1,140,323 75	1,140,323 75	1,140,323 75	1,140,323 75	1,140,323 75
Niagara Bridge and Canandaigua.....	527,451 82	527,451 82	527,451 82	527,451 82	1,000,000 00
Northern of New Jersey.....	225,657 24	225,657 24	225,657 24	225,657 24	225,657 24
Oriskany and Northern.....	5,796,920 87	5,796,920 87	5,796,920 87	5,796,920 87	5,796,920 87
Ogdensburgh and Lake Champlain.....	.....	.....	.....	.....	111,574 23
Ogdensburgh and Morrisstown.....	.....	.....	.....	.....	141,468 54
Olean, Bradford and Warren.....	.....	.....	.....	.....	1,560,499 62
Ontario Southern.....	960,932 76	960,932 76	960,932 76	1,557,564 80	1,560,499 62
Oswego and Rome.....	1,574,734 50	1,574,734 50	1,574,734 50	1,574,734 50	1,574,734 50
Oswego and Syracuse.....	.....	.....	.....	.....	950,853 76
Port Jervis and Monticello.....	1,090,592 77	1,090,592 77	1,090,592 77	1,090,592 77	1,090,592 77
Poughkeepsie, Hartford and Boston.....	1,088,353 03	1,088,353 03	1,088,353 03	1,088,353 03	1,124,060 47
Rensselaer and Saratoga.....	1,430,724 64	1,430,724 64	1,430,724 64	1,430,724 64	1,430,724 64
Rhinebeck and Connecticut.....	9,238,127 93	9,238,127 93	9,238,127 93	9,238,127 93	9,238,127 93
Rhinebeck and Genesee Valley.....	8,798,755 66	8,798,755 66	8,798,755 66	8,798,755 66	9,238,127 93
Rochester and Genesee Valley.....	610,535 96	610,535 96	610,535 96	610,535 96	610,535 96
Rochester, Nunda and Pittsburgh.....	671,303 13	671,303 13	671,303 13	671,303 13	671,303 13
Rochester and State Line.....	.....	.....	.....	.....	1,438,624 09
Rome and Clinton.....	1,248,895 87	1,248,895 87	1,248,895 87	1,248,895 87	1,248,895 87
Rome, Watertown and Ogdensburgh.....	360,000 00	360,000 00	360,000 00	360,000 00	360,000 00
Rye Lake.....	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Saratoga and Schoharie.....	.....	.....	.....	.....	2,310,377 82
Schenectady and Duaneburgh.....	.....	.....	.....	.....	360,000 00
Schoharie Valley.....	.....	.....	.....	.....	9,350,915 21
Silver Lake.....	600,000 00	600,000 00	600,000 00	600,000 00	6,987 49
Skaneateles.....	125,611 45	125,611 45	125,611 45	125,611 45	481,684 15
Smithtown and Port Jefferson.....	166,911 89	171,332 64	175,233 37	182,963 30	450,000 00
Southfield Branch.....	555,456 06	555,456 06	555,456 06	555,456 06	103,113 30
Southern Central.....	17,784 17	17,784 17	17,784 17	17,784 17	137,276 65
Southern Hempstead Branch.....	4,233,183 76	4,233,183 76	4,233,183 76	4,233,183 76	181,068 65
Southern of Long Island.....	.....	.....	.....	.....	566,621 06
Southern of Long Island Branch.....	.....	.....	.....	.....	17,784 17
Spartan Duval and Port Morris.....	.....	.....	.....	.....	4,237,010 87
Staten Island.....	990,540 71	990,540 71	990,540 71	990,540 71	219,590 00
Sterling Mountain.....	400,000 00	400,000 00	400,000 00	400,000 00	2,979,393 03
Suspension Bridge and Erie Junction.....	500,190 36	500,190 36	500,190 36	500,190 36	1,846,200 17

Aspen, Birmingham and New York.	4,044,929 43	4,089,099 43	4,039,929 43
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
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Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
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Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
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Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74
Aspen, Birmingham and New York.	723,468 67	729,207 57	1,044,999 74

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF PASSENGERS CARRIED IN CARS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	27,570	31,045	28,006	21,426	21,720
Albany and Susquehanna.....	1,642,118	1,683,719	846,568	204,901	204,635
Atlantic and Great Western.....	1,085,336	962,302	918,668	883,190	902,302
Bath and Hammondsport.....	.....	7,402	20,664	12,866	13,087
Boston and Albany.....	5,389,382	5,904,477	5,578,305	5,293,251	5,200,641
Brooklyn, Bath and Coney Island.....	.....	3,960,463	392,330	482,618	467,066
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	602,092
Buffalo, Corry and Pittsburgh.....	74,133	75,963	70,619	73,248	.....
Buffalo and Jamestown.....	61,065	87,150	133,258	115,452	28,586
Buffalo, New York and Philadelphia.....	234,056	229,464	907,377	136,026	189,122
Buffalo and Southwestern.....	.....	.....	.....	.....	101,024
Cayuga Southern.....	34,631	21,406	33,153	96,837	43,345
Cayuga and Susquehanna.....	24,064	21,586	21,096	14,948	25,016
Cazenovia, Canastota and De Ruyter.....	.....	157,430	175,400	151,278	113,725
Clemont.....	4,963	3,783	1,505	2,473	2,324
Grove Branch.....	34,837	34,860	33,153	34,346	30,588
Cooperstown and Susquehanna Valley.....	97,293	81,823	73,563	60,318	69,649
Corning, Cowanesque and Antrim.....	134,721	126,066	126,510	115,276	118,100
Dunkirk, Allegheny Valley and Pittsburgh.....	253,355	108,569	118,068	124,799	96,061
Elmira, Jefferson and Canandaigua.....	.....	.....	.....	.....	68,275
Elmira State Line.....	13,920	61,026	66,621	57,890	80,046
Elmira and Williamsport.....	4,223,130	5,052,855	5,042,831	4,887,228	.....
Erie.....	1,144,201	1,312,614	750,532	.....	2,060,243
Flushing, North Shore and Central.....	117,340	157,110	192,070	160,196	147,525
Fonda, Johnstown and Gloversville.....	.....	.....	.....	.....	86,911
Geneva, Ithaca and Sayre.....	.....	.....	.....	.....	.....
Goshen and Deckertown.....	39,293	37,466	42,626	39,551	37,261
Greene.....	16,228	21,437	20,294	17,863	14,794
Greenwich and Johnsonville.....	123,237	128,137	131,415	65,429	29,076
Harlem Extension.....	1,218	1,969	540	181	442
Lake Champlain and Moriah.....	.....	3,066,346	3,104,353	2,784,801	2,741,042
Lake Shore and Michigan Southern.....	2,992,354	1,460,637	2,210,187	3,063,431	4,157,715
Long Island.....	.....	.....	.....	.....	59,374
Marine.....	.....	.....	.....	.....	4,320,548
Metropolitan Elevated.....	.....	.....	.....	.....	9,118
Middleburgh and Schoharie.....	12,000	12,500	10,000	10,200	18,459
Middleburgh and Crawford.....	.....	12,067	24,216	30,873	66,789
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	379,073	411,947
New Jersey and New York.....	.....	410,938	415,067	131,233	.....
New York, Bay Ridge and Jamaica.....	.....	.....	.....	.....	101,644
New York and Canada.....	50,494	86,393	113,794	109,395	.....

## RAILROAD REPORT.

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New York Central and Hudson River.....	9, 074, 809	9, 428, 029	9, 261, 460	8, 919, 438	8, 097, 565
New York Elevated.....	780, 072	920, 071	2, 012, 903	2, 012, 903	4, 016, 015
New York, Lake Erie and Western.....					1, 616, 015
New York and Manhattan Beach.....					1, 006, 871
New York, New Haven and Hartford.....	3, 090, 019	4, 034, 239	3, 913, 906	3, 864, 326	3, 525, 468
New York and Oswego Midland.....	391, 579	259, 039	234, 870	249, 138	211, 497
Ogdensburgh and Lake Champlain.....	142, 573	135, 082	134, 459	118, 640	91, 743
Olean, Bradford and Lake Warren.....					91, 743
Ontario Southern.....					25, 640
Oswego and Syracuse.....					140, 368
Port Jervis and Monticello.....	184, 088	174, 131	179, 964	140, 368	134, 672
Poughkeepsie, Hartford and Boston.....		18, 508	28, 740	24, 670	22, 403
Rensselaer and Saratoga.....		27, 000	65, 436	63, 130	61, 040
Rhinebeck and Connecticut.....					1, 132, 563
Rhinebeck and State Line.....		6, 225	14, 480	14, 176	13, 307
Rome and Clinton.....	2, 550		37, 035	22, 936	30, 475
Rome, Watertown and Ogdensburgh.....			29, 836	674, 270	576, 974
Schoharie Valley.....	390, 409	564, 390	592, 856	30, 150	
Schoharie Valley.....		24, 000	30, 000	15, 400	18, 420
Silver Lake.....					24, 044
Skaneateles.....	34, 168	33, 288	33, 877	25, 406	149, 484
Southern Central.....	307, 021	199, 629	188, 381	167, 231	
Southern of Long Island.....					
Staten Island.....		564, 396	246, 140		
Sterling Mountain.....	351, 619	320, 348	307, 039	308, 290	339, 678
Syracuse, Binghamton and New York.....	3, 490	3, 569	307, 039	189, 361	157, 993
Syracuse, Binghamton and New York.....					96, 495
Syracuse, Chenango and Corning.....	185, 556	197, 578	212, 835	41, 961	43, 001
Syracuse, Geneva and Corning.....					294, 878
Troy and Boston.....					82, 955
Utica and Delaware.....	250, 717	245, 893	265, 143	391, 072	294, 878
Utica and Black River.....		82, 893	84, 313	70, 438	216, 545
Utica, Chenango and Susquehanna Valley.....	239, 023	245, 847	245, 715	231, 538	241, 236
Utica, Clinton and Binghamton.....	283, 327	271, 011	281, 297	244, 643	78, 428
Utica, Ithaca and Elmira.....			81, 216	80, 174	108, 395
Valley.....	66, 546	106, 432	173, 178	89, 338	64, 947
Wallkill Valley.....	66, 546	67, 215	71, 106	67, 841	64, 947
Wallkill Valley.....	90, 590	72, 633	44, 990	24, 662	63, 632
Warwick Valley.....	42, 943	36, 791	37, 615	27, 367	26, 575



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF TONS OF FREIGHT CARRIED IN CARS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	28,218	24,623	20,095	19,880	16,150
Albany and Susquehanna.....	1,206,651	1,316,438	944,783	779,623	468,011
Atlantic and Great Western.....	2,709,734	2,439,421	2,507,185	2,761,493	2,647,146
Bath and Hammondsport.....	.....	2,088,000	2,910	3,845	4,078
Boston and Albany.....	2,668,408	2,439,472	2,631,274	2,601,667	2,648,665
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	1,510
Buffalo Creek.....	106,824	184,110	175,993	101,802	438,616
Buffalo and Jamestown.....	17,604	28,979	272,265	373,513	31,619
Buffalo and Southwestern.....	.....	.....	41,427	68,652	188,227
Buffalo, New York and Philadelphia.....	251,697	313,468	375,090	503,317	731,365
Cayuga Southern.....	104,775	122,744	72,225	63,597	155,486
Cazenovia and Susquehanna.....	8,517	4,344	3,040	4,139	7,075
Chemung.....	49,662	825,419	922,795	961,250	780,580
Cooperstown and Susquehanna Valley.....	10,533	46,805	80,854	38,134	58,117
Corning, Cowanesque and Antrim.....	927,800	647,235	9,806	12,013	11,365
Dunkirk, Allegheny Valley and Pittsburgh.....	269,794	303,102	621,692	455,645	438,693
Elmira, Jefferson and Canandaigua.....	1,786,611	666,901	350,092	419,014	330,673
Elmira State Line.....	.....	.....	731,633	734,968	563,469
Elmira and Williamsport.....	56,158	56,965	.....	534,183	502,158
Erle.....	6,362,276	6,238,913	61,866	96,099	766,670
Fonda, Johnstown and Gloversville.....	37,513	35,706	5,972,813	6,182,451	.....
Geneva, Ithaca and Sayre.....	84,496	129,462	41,897	40,141	39,590
Greene.....	165,014	208,369	196,869	402,992	501,892
Greenwich and Johnsonville.....	12,386	10,112	180,657	173,717	166,406
Harlem Extension.....	86,940	99,391	11,707	11,336	10,677
Lake Champlain and Moriah.....	196,400	238,857	58,938	53,330	41,910
Lake Shore and Michigan Southern.....	5,154,264	4,944,807	177,939	171,806	246,257
Long Island.....	.....	.....	5,486,108	5,642,284	6,917,481
Middleburgh and Schoharie.....	5,000	2,573	187,751	272,036	224,360
Middletown and Crawford.....	.....	.....	6,197	4,357	4,889
Newburgh, Dutchess and Connecticut.....	.....	5,573	7,168	7,975	6,852
New Jersey and New York.....	.....	40,253	43,284	71,430	110,506
New York, Bay Ridge and Jamaica.....	.....	.....	.....	49,474	50,186
New York and Canada.....	83,272	60,697	181,786	5,408	.....
New York Central and Hudson River.....	6,114,678	6,001,954	6,863,690	181,063	223,716
New York, Lake Erie and Western.....	.....	.....	.....	6,351,266	7,615,413
New York and Manhattan Beach.....	.....	.....	.....	.....	6,150,498
New York, New Haven and Hartford.....	815,379	687,839	189,381	12,905	16,740
.....	.....	.....	.....	.....	273,299

## RAILROAD REPORT.

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New York and Oswego Midland.....	425,472	335,043	298,103	322,607	312,543
Ogdensburg and Lake Champlain.....	341,004	.....	238,372	241,501	226,533
Olean, Bradford and Warren.....	.....	.....	.....	.....	14,023
Ontario Southern.....	.....	.....	22,940	55,300	37,076
Oswego and Syracuse.....	310,040	302,008	324,716	280,650	293,408
Port Jervis and Monticello.....	.....	20,053	10,032	17,501	14,584
Poughkeepsie, Hartford and Boston.....	.....	11,110	21,481	30,480	18,047
Rensselaer and Saratoga.....	.....	.....	017,117	554,336	580,413
Rhinebeck and Connecticut.....	.....	34,326	90,355	69,037	184,713
Rochester and State Line.....	709	.....	6,377	.....	134,773
Rome and Clinton.....	483,981	.....	27,430	18,714	37,723
Schoharie Valley.....	.....	370,633	361,376	390,848	370,905
Silver Lake.....	.....	.....	11,416	10,997	10,300
Skaneateles.....	17,080	16,440	.....	5,810	8,121
Southern Branch.....	5,723	24,059	13,567	14,625	16,162
Southern Central.....	280,758	358,798	14,701	27,013	21,971
Sterling Mountain.....	62,071	38,303	508,406	414,392	440,071
Syracuse, Binghamton and New York.....	543,420	624,086	515,673	466,298	749,857
Syracuse, Chenango and New York.....	.....	.....	.....	15,711	44,182
Syracuse, Geneva and Corning.....	.....	.....	.....	.....	293,438
Syracuse and Boston.....	206,826	224,343	233,742	425,051	595,904
Utica and Delaware.....	.....	49,490	49,071	41,376	85,457
Utica and Black River.....	116,750	105,074	104,686	100,777	103,560
Utica, Chenango and Susquehanna Valley.....	182,726	221,213	195,277	191,503	183,288
Utica, Clinton and Binghamton.....	.....	.....	70,543	70,430	76,296
Utica, Ithaca and Elmira.....	13,191	32,842	47,310	68,324	88,120
Valley.....	749,151	849,380	727,853	656,061	931,772
Wallkill Valley.....	26,691	33,990	13,564	6,366	54,638
Warwick Valley.....	22,592	23,671	24,051	21,869	20,911

## STATE ENGINEER AND SURVEYOR'S

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF TONS OF FREIGHT CARRIED IN CARS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	28,218	24,623	30,095	19,860	16,150
Albany and Susquehanna.....	1,206,651	1,316,438	944,783	779,683	468,011
Atlantic and Great Western.....	2,709,734	2,439,421	2,507,195	2,761,483	2,647,146
Bath and Hammondsport.....	.....	288,000	2,910	8,945	4,078
Boston and Albany.....	2,668,403	2,439,472	2,451,974	2,601,657	2,642,555
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	1,510
Buffalo, Corry and Pittsburgh.....	106,824	184,110	175,993	101,902	488,616
Buffalo Creek.....	.....	.....	272,295	373,513	31,519
Buffalo and Jamestown.....	17,604	28,979	41,427	68,652	138,227
Buffalo and Southwestern.....	.....	.....	.....	.....	155,436
Buffalo, New York and Philadelphia.....	251,697	313,468	375,090	505,317	731,365
Cayuga Southern.....	104,775	122,744	73,225	63,397	47,386
Cazenovia and Susquehanna.....	8,517	4,344	3,040	4,139	7,075
Cazenovia, Canastota and De Ruyter.....	.....	825,419	923,785	951,250	780,580
Chemung.....	.....	46,805	81,854	38,134	68,117
Clove Branch.....	49,662	11,773	8,806	12,013	11,365
Coopersstown and Susquehanna Valley.....	10,533	647,235	621,692	456,645	438,683
Corning, Cowanesque and Antrim.....	827,800	304,102	350,092	419,014	330,673
Dunkirk, Allegheny Valley and Pittsburgh.....	299,794	666,901	731,533	734,868	563,469
Elmira, Jefferson and Canandaigua.....	1,796,611	.....	.....	534,183	502,158
Elmira State Line.....	56,158	56,955	61,866	96,089	766,670
Elmira and Williamsport.....	6,324,276	6,239,913	5,973,818	6,182,451	.....
Erle.....	37,518	35,706	41,887	40,141	39,560
Fonda, Johnstown and Gloversville.....	84,486	129,482	186,869	402,992	501,582
Greene, Ithaca and Sayre.....	165,014	204,369	180,657	173,717	166,406
Greenwich.....	12,366	10,112	11,707	11,338	10,677
Greenwich and Johnsonville.....	.....	99,391	58,938	53,320	41,910
Harlem Extension.....	86,940	238,887	177,839	171,896	246,257
Lake Champlain and Moriah.....	196,400	258,887	5,489,108	5,642,234	5,917,451
Lake Shore and Michigan Southern.....	5,154,264	4,944,807	187,751	272,036	294,560
Long Island.....	.....	.....	.....	4,839	6,889
Middleburgh and Schoharie.....	5,000	5,000	7,187	7,975	6,853
Middleburgh and Crawford.....	.....	2,573	7,158	7,975	6,853
Newburgh, Dutchess and Connecticut.....	.....	40,263	43,284	71,430	110,506
New Jersey and New York.....	.....	.....	.....	49,474	50,186
New York Bay Ridge and Jamaica.....	.....	.....	.....	.....	6,493
New York and Canada.....	83,273	60,697	181,785	181,063	233,716
New York Central and Hudson River.....	6,114,678	6,001,984	6,863,680	6,351,356	7,835,413
New York Lake Erie and Western.....	.....	.....	.....	.....	6,150,468
New York and Manhattan Beach.....	.....	.....	.....	.....	12,603
New York, New Haven and Hartford.....	819,379	837,693	139,361	150,168	272,369

## RAILROAD REPORT.

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New York and Oswego Midland.....	455,272	335,042	258,103	222,607	212,541
Ogdensburg and Lake Champlain.....	541,004	.....	253,372	241,501	203,843
Olean, Bradford and Warren.....	.....	.....	.....	.....	14,023
Ontario Southern.....	.....	.....	.....	.....	37,076
Oswego and Syracuse.....	310,646	.....	222,940	205,700	202,408
Port Jervis and Monticello.....	.....	.....	324,716	290,650	14,594
Poughkeepsie, Hartford and Boston.....	.....	.....	39,032	17,501	18,647
Rensselaer and Saratoga.....	.....	.....	31,451	29,480	580,413
Rhinebeck and Connecticut.....	.....	.....	617,177	554,236	581,103
Rochester and State Line.....	709	.....	90,333	69,557	184,776
Rome and Clinton.....	.....	.....	6,377	18,714	370,905
St Albans and Ogdensburg.....	483,681	.....	27,459	365,848	10,300
Schoharie Valley.....	.....	375,633	361,376	10,997	8,121
Silver Lake.....	.....	.....	11,416	.....	16,192
Skaneateles.....	17,080	16,440	13,567	14,625	21,971
Southern Branch.....	5,723	24,039	14,701	27,013	440,071
Southern Central.....	280,758	358,788	508,406	414,392	44,770
Sterling Mountain.....	62,071	38,303	24,703	46,917	749,857
Syracuse, Binghamton and New York.....	543,420	624,086	515,673	495,228	44,162
Syracuse, Chenango and New York.....	.....	.....	.....	15,711	293,498
Syracuse, Geneva and Corning.....	.....	.....	.....	.....	595,904
Troy and Boston.....	206,895	224,342	373,742	425,031	85,467
Utica and Delaware.....	.....	49,420	49,071	41,376	103,560
Utica and Black River.....	116,750	105,074	104,688	100,777	182,238
Utica, Chenango and Susquehanna Valley.....	182,726	221,213	185,277	191,503	76,298
Utica, Clinton and Binghamton.....	.....	.....	87,543	70,430	68,130
Utica, Ithaca and Elmira.....	12,191	32,842	47,210	68,324	581,772
Valley.....	743,151	819,880	727,853	656,061	54,638
Walkill Valley.....	28,091	23,990	13,554	6,366	20,911
Warwick Valley.....	23,592	22,671	24,051	21,899	.....

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	MILEAGE OF PASSENGERS, OR NUMBER OF PASSENGERS CARRIED ONE MILE.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	735,983	809,908	655,570	614,808	603,574
Albany and Susquehanna.....	83,627,847	33,171,534	9,327,741	8,519,683	8,784,916
Atlantic and Great Western.....	36,466,686		36,536,491	35,623,761	36,364,145
Bath and Hammondsport.....		68,020	150,883	136,902	134,790
Boston and Albany.....		119,726,916	110,044,410	108,278,126	101,321,555
Brooklyn, Bath and Coney Island.....					1,167,740
Brooklyn, Flatbush and Coney Island.....					4,190,374
Buffalo, Corry and Pittsburgh.....		3,371,669	1,734,612	1,722,719	
Buffalo and Jamestown.....	1,034,742	1,752,408	3,748,886	8,725,503	823,038
Buffalo, New York and Philadelphia.....	5,685,577	5,069,953	4,066,526	2,764,861	3,523,676
Buffalo and Southwestern.....					3,770,017
Cayuga Southern.....					614,907
Cayuga and Susquehanna.....	736,765	652,688	661,675	522,734	469,767
Cazenovia.....	235,251	228,329	214,669	184,804	149,472
Chemung.....		2,318,988	2,439,124	2,560,267	1,747,795
Clove Branch.....	14,979	12,432	4,718	7,742	6,812
Coopersstown and Susquehanna Valley.....	407,662	355,880	334,047	416,233	371,918
Corning, Conansque and Antrim.....	1,692,488	1,414,033	1,308,398	929,802	994,768
Dunkirk, Allegheny Valley and Pittsburgh.....	2,833,263	2,681,419	2,581,014	2,305,560	2,603,828
Elmira, Jefferson and Canandaigua.....	4,986,260	2,473,710	3,080,303	3,663,686	2,379,286
Elmira State Line.....				602,374	646,150
Elmira and Williamsport.....	521,726	549,234	694,884	866,030	513,418
Elto.....	160,204,125	155,396,804	163,074,795	170,886,960	
Flushing, North Shore and Central.....	1,144,201				
Fonda, Johnstown and Gloversville.....	880,005	987,080	1,242,890	1,123,794	1,106,437
Geneva, Ithaca and Sayre.....				1,836,497	1,764,416
Greene.....	279,766	290,246	308,474	277,931	261,496
Greenwich and Johnsonville.....	201,939	257,244	245,408	212,186	207,116
Harlem Extension.....	1,672,280	2,069,551	2,567,305	1,938,269	557,530
Lake Champlain and Moriah.....	8,831	6,953	3,915	3,368	3,368
Lake Shore and Michigan Southern.....	183,586,403	164,373,981	167,635,062	187,946,866	183,973,120
Long Island.....					54,050,293
Marine.....					94,888
Metropolitan Elevated.....					4,890,348
Middleburgh and Schoharie.....	69,000	71,875	57,500	55,000	45,690
Middletown and Crawford.....		74,392	156,512	142,607	139,209
Newburgh, Dutchess and Connecticut.....				565,911	712,299
New Jersey and New York.....				6,697,461	5,767,268
New York, Bay Ridge and Jamaica.....		6,177,073	6,238,843		
New York and Canada.....					867,869
New York Central and Hudson River.....	786,713	633,220	4,203,986	4,484,443	4,185,106
	350,781,541	338,924,360	353,136,145	316,847,235	300,302,140



## RAILROAD REPORT.

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New York, Lake Erie and Western	125,000,000	100,000,000	11,000,000	140,000,000
New York and Manhattan Bond	4,700,000	4,700,000	11,000,000	11,000,000
New York, New Haven and Hartford	4,251,702	4,251,702	6,514,000	10,765,702
Ontario Southern	3,287,139	3,287,139	3,455,220	6,742,368
Ontario Southern and Lake Champlain	330,617	330,617	2,409,787	2,740,404
Oswego and Warren	343,661	343,661	170,316	514,000
Oswego and Monticello	60,820	60,820	19,252,873	19,313,693
Port Jervis and Hartford and Boston	43,636	43,636	170,458	214,094
Poughkeepsie and Saratoga	14,205,707	14,205,707	230,097	14,435,804
Rhinebeck and Connecticut	144,000	144,000	17,516,628	17,660,628
Rochester and State Line	129,538	129,538	150,750	280,288
Rome, Watertown and Ogdensburg	3,460,388	3,460,388	80,100	3,540,488
Schoharie Valley	2,812,962	2,812,962	110,270	2,923,232
Silver Lake	17,300	17,300	3,491,019	3,508,319
Skaneateles	4,440,780	4,440,780	2,466,320	6,907,100
Southern Central	4,911,868	4,911,868	4,481,623	9,393,491
Staten Island	4,888,234	4,888,234	889,123	5,777,357
Starling Mountain	5,066,262	5,066,262	6,690,492	11,756,754
Syracuse, Binghamton and New York	716,506	716,506	1,574,017	2,290,523
Syracuse, Chenango and New York	735,273	735,273	1,780,272	2,515,545
Syracuse, Geneva and Corning	934,653	934,653	2,336,245	3,270,898
Troy and Boston	325,940	325,940	5,022,929	5,348,869
Utica and Delaware			880,792	880,792
Utica and Black River			1,788,906	1,788,906
Utica, Chenango and Susquehanna Valley			741,892	741,892
Utica, Clinton and Binghamton			314,586	314,586
Utica, Ithaca and Elmira			214,270	214,270
Valley				
Warwick Valley				
Warwick Valley				

### COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TONNAGE OF FREIGHT, OR NUMBER OF TONS CARRIED ONE MILE.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	981,602	645,559	459,470	598,522	458,645
Albany and Susquehanna.....	84,599,679	100,823,352	52,168,375	41,983,499	47,370,099
Atlantic and Great Western .....	319,325,400	282,716,011	283,352,975	329,132,236	327,792,474
Bath and Hammondsport .....	.....	2,580	27,467	384,430	40,000
Boston and Albany .....	290,672,369	282,369,789	301,651,988	313,822,671	339,708,573
Brooklyn, Flatbush and Coney Island.....	.....	.....	7,061,873	4,076,092	.....
Buffalo, Corty and Pittsburgh.....	469,431	901,286	1,679,687	3,504,733	1,475,710
Buffalo and Jamestown .....	21,286,451	28,416,083	31,109,039	44,031,637	60,122,768
Buffalo and Philadelphia .....	.....	.....	.....	.....	9,584,138
Buffalo and Southwestern .....	.....	.....	.....	.....	1,360,864
Cayuga Southern .....	3,224,053	3,869,584	2,019,482	1,931,408	1,867,094
Chenango .....	83,245	16,334,062	17,697,765	18,439,414	14,616,924
Chemung .....	.....	187,320	158,581	183,538	146,907
Globe B. & O. ....	397,296	169,703	136,918	163,189	159,110
Coopers-town and Susquehanna Valley .....	132,793	11,474,256	12,903,620	11,749,830	11,479,710
Corning, Covanceque and Artrim .....	17,582,091	11,474,256	12,903,620	26,231,561	30,125,633
Dunkirk, Allegheny Valley and Elmira .....	16,326,584	18,890,351	21,857,613	26,030,768	23,943,907
Elmira, Jefferson and Canandaigua .....	38,180,133	19,300,899	25,796,862	17,840,641	16,918,754
Elmira State Line .....	.....	.....	.....	4,505,225	5,273,331
Elmira and Williamport .....	3,631,725	3,836,734	4,234,343	4,505,225	.....
Erie .....	1,047,420,238	1,016,618,050	1,040,431,821	1,114,580,228	.....
Fonda, Johnstown and Gloversville .....	835,698	319,804	412,170	426,028	430,024
Geneva, Ithaca and Sayre .....	.....	1,646,311	1,425,808	1,380,431	22,431,608
Greene .....	1,338,190	131,456	152,191	131,488	1,346,696
Greenwich and Johnsonville .....	134,498	4,072,816	4,204,872	3,575,348	1,28,124
Harlem Extension .....	3,878,524	1,576,713	1,290,053	1,113,985,311	1,676,400
Lake Champlain and Moriah .....	1,425,900	934,775,669	1,064,841,419	.....	1,876,234
Lake Shore and Michigan Southern .....	1,013,100,943	.....	.....	.....	1,283,118,977
Long Island .....	.....	28,750	29,883	24,500	7,382,820
Middleburgh and Schoharie .....	.....	28,303	.....	81,743	24,195
Middletown and Crawford .....	.....	.....	73,370	.....	70,233
Newburgh, Unionville and Water Gap .....	.....	.....	.....	1,903,038	2,319,610
Newburgh, Dutchess and Connecticut .....	.....	889,027	865,969	989,432	890,437
New York and New York .....	.....	.....	.....	50,175	.....
New York Bay Ridge and Jamaica .....	1,604,137	1,189,341	7,185,137	9,582,295	11,355,833
New York and Canada .....	1,391,560,707	1,404,005,629	1,674,447,055	1,618,948,636	2,042,755,132
New York Central and Hudson River .....	.....	.....	.....	.....	1,224,754,438
New York, Lake Erie and Western .....	.....	.....	.....	.....	1,226,306
New York and Manhattan Beach .....	.....	.....	.....	.....	45,091,831
New York, New Haven and Hartford .....	85,092,340	84,936,946	37,314,658	38,646,738	.....

## RAILROAD REPORT.

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New York and Oswego Mohawk	16,005,001	19,007,603	18,643,800	12,701,850
Ontario and Oswego	11,870,850	10,074,079	8,174,080	24,034,067
Ontario and Adirondack	339,080	342,000	8,061,104	828,878
Port Jervis and Hartford	281,070	81,700,000	333,170	9,708,313
Poughkeepsie, Hartford	1,310,641	8,270,000	532,480	27,610
Rensselaer and Connecticut	.....	37,000	30,681,819	30,840,852
Rhinbeck and State Line	.....	10,054	2,354,073	2,036,343
Roadster and Clinton	.....	397,084	205,854	12,134,023
Rome and Clinton	.....	20,305,525	20,732,738	314,007
Schoharie Valley	.....	57,080	54,985	24,997,418
Silver Lake	.....	.....	37,405	51,500
Skaneateles	.....	62,500	42,875	48,725
Southern Branch	75,000	14,701	27,013	50,567
Southern Central	6,723	13,326,435	34,200,271	21,971
Sterling Mountain	17,919,522	102,235	133,643	37,143,983
Syracuse, Binghamton and New York	338,246	38,807,191	36,805,504	56,896,838
Syracuse, Chenango and New York	40,100,842	.....	349,506	769,319
Syracuse, Geneva and Corning	.....	.....	.....	14,245,250
Syracuse and Rome	5,717,904	13,908,977	16,858,892	21,976,254
Utica and Delaware	1,470,728	1,421,646	1,892,398	1,648,887
Utica and Black River	5,294,353	5,190,874	5,065,167	5,307,203
Utica, Chenango and Susquehanna Valley	15,539,551	12,344,099	12,012,188	11,437,325
Utica, Clinton and Binghamton	.....	1,930,434	1,545,460	1,490,872
Utica, Ithaca and Elmira	110,718	2,212,645	3,140,271	4,126,622
Valley	8,289,116	7,896,074	7,197,750	10,190,429
Wallkill Valley	431,865	252,889	90,780	1,098,277

## COMPARATIVE STATEMENT FOR FIVE YEARS.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY.

NAME OF ROAD.	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$27,943 70	\$42,016 61	\$94,471 51	\$24,077 68	\$27,629 45
Albany and Susquehanna.....	781,693 16	813,904 66	795,170 76	921,333 21	188,340 84
Albany and Great Western.....	1,119,194 19	947,601 23	793,049 65	886,593 60	928,430 73
Bath and Hammondsport.....	2,651,154 11	1,692,674 23	1,348,819 71	1,223,804 93	1,143,140 07
Boston and Albany.....	7,651 43	25,684 92	13,515 40	15,600 25	1,207,498 16
Brooklyn, Bath and Coney Island.....	.....	.....	.....	.....	9,021 88
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	3,357 88
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	4,322 88
Buffalo, Corry and Pittsburgh.....	72,713 63	67,463 74	64,657 51	85,898 58	2,064 02
Buffalo and Jamestown.....	13,653 49	.....	16,653 41	14,773 62	11,132 39
Buffalo and Tonawanda.....	16,029 09	29,941 29	46,501 96	44,014 64	14,904 90
Buffalo and Southwestern.....	.....	.....	.....	.....	31,347 20
Buffalo, New York and Philadelphia.....	104,369 23	95,101 20	172,665 00	125,653 57	176,350 85
Cayuga Southern.....	.....	.....	.....	.....	138,488 18
Cayuga and Susquehanna.....	58,425 66	43,513 42	28,613 48	39,636 30	26,730 19
Cazenovia, Canastota and De Ruyter.....	10,663 32	10,136 95	8,138 32	7,020 59	8,314 57
Chemung.....	.....	48,253 16	65,692 59	39,798 76	41,927 53
Clove Branch.....	2,606 60	5,139 58	2,484 37	3,384 37	4,963 75
Cooperstown and Susquehanna Valley.....	10,289 16	11,321 89	8,394 01	8,300 33	7,762 69
Corning, Cowanesque and Antrim.....	.....	.....	63,576 89	56,524 30	73,382 44
Dunkirk, Allegheny Valley and Pittsburgh.....	116,329 62	143,315 77	142,413 24	156,440 00	147,013 28
Elmira, Jefferson and Canandaigua.....	250,625 51	108,769 40	133,626 65	79,318 57	68,946 60
Elmira State Line.....	.....	.....	.....	63,496 85	41,352 43
Elmira and Williamsport.....	22,161 37	16,751 29	37,211 54	14,692 87	13,223 10
Errie.....	3,485,692 29	3,321,370 57	2,630,486 45	2,296,529 46	.....
Flushing, North Shore and Central.....	57,095 34	90,874 43	39,544 15	.....	15,468 57
Fonda, Johnstown and Gloversville.....	19,561 39	14,315 41	16,300 59	14,343 98	113,151 47
Geneva, Thruce and Sayre.....	.....	.....	.....	100,092 15	7,352 87
Greene.....	10,036 60	12,217 81	12,208 01	9,718 87	7,600 12
Greenwich and Johnsonville.....	6,126 20	7,433 07	8,030 37	6,487 71	25,219 85
Harlem Extension.....	113,906 80	96,678 80	112,336 81	83,211 22	10,445 30
Lake Champlain and Moriah.....	40,728 59	26,238 78	24,028 29	18,507 13	2,270,582 32
Lake Shore and Michigan Southern.....	3,660,393 81	3,378,422 51	2,692,022 67	2,764,660 71	211,037 45
Long Island.....	17,666 79	137,192 70	233,310 31	233,474 90	75 00
Marine.....	.....	.....	.....	.....	1,556 83
Metropolitan Elevated.....	.....	.....	.....	.....	2,338 71
Middleburgh and Schoharie.....	3,175 00	1,510 00	1,400 00	2,448 16	2,533 60
Middletown and Crawford.....	.....	625 83	1,743 43	1,864 20	32,247 39
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	20,312 24	17,698 49
New Jersey and New York.....	.....	.....	16,494 72	20,830 49	.....
New York, Bay Ridge and Jamaica.....	.....	.....	.....	825 73	.....



## RAILROAD REPORT.

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New York and Canada and Hudson River.....	8,776,027 84	88,609 89	8,010,008 19	9,450,115 10	9,879,855 95
New York Elevated and Western.....	66,813 07	6,791 79	87,067 13	10,770 06	21,103 34
New York, Lake Erie and Western Beach.....	280,123 51	132,116 66	575,512 19	643,009 34	2,228,222 06
New York, New Haven and Hartford.....	193,358 00	130,397 06	191,500 54	476,191 02	476,191 02
New York and Oswego Midland.....	.....	145,582 41	136,066 34	186,292 44	166,869 36
Ogdensburgh and Lake Champlain.....	.....	.....	.....	113,371 21	168,119 42
Olean, Bradford and Warren.....	.....	.....	.....	.....	9,762 23
Ontario Southern.....	106,610 27	.....	12,561 32	9,733 36	12,140 99
Oswego and Syracuse.....	.....	106,257 22	87,849 98	81,060 54	74,941 91
Port Jervis and Monticello.....	.....	6,859 83	16,669 80	8,723 93	9,153 22
Poughkeepsie, Hartford and Boston.....	.....	4,920 92	14,311 60	17,073 38	22,357 76
Rensselaer and Saratoga.....	.....	.....	436,341 25	407,407 40	338,884 90
Rhinebeck and Connecticut.....	.....	4,737 34	22,166 53	15,460 87	19,111 26
Rochester and State Line.....	349 42	.....	7,312 94	.....	36,358 37
Rome and Clinton.....	.....	297,439 37	17,869 72	16,028 41	8,763 33
Rome, Watertown and Ogdensburgh.....	278,225 72	6,530 14	345,148 47	312,848 54	327,739 30
Schoharie Valley.....	.....	.....	7,247 17	2,647 91	2,590 71
Silver Lake.....	.....	.....	.....	6,301 32	1,056 00
Staucaules.....	4,891 56	4,635 38	4,077 91	.....	243 56
Southern Branch.....	330 45	454 38	115 48	225 59	.....
Southern Central.....	79,525 75	78,993 41	103,767 09	91,024 64	108,400 00
Southern of Long Island.....	.....	76,124 80	34,303 90	18,179 56	11,459 32
Staten Island.....	.....	14,922 60	19,363 80	.....	6,469 39
Sterling Mountain.....	3,323 95	6,881 59	3,708 32	4,921 90	139,016 23
Syracuse, Binghamton and New York.....	255,122 52	349,332 21	232,208 49	157,754 41	27,860 78
Syracuse, Chenango and New York.....	.....	.....	.....	9,065 08	49,243 08
Syracuse, Geneva and Corning.....	.....	.....	.....	.....	6,437 26
Troy and Boston.....	94,973 37	86,670 33	75,697 30	70,074 82	54,237 78
Ulster and Delaware.....	.....	43,599 55	63,012 76	54,713 16	88,016 69
Utica and Black River.....	88,208 66	87,643 16	96,099 54	86,789 65	88,223 71
Utica, Chenango and Susquehanna Valley.....	118,423 86	146,565 07	140,893 28	106,907 64	23,334 26
Utica, Clinton and Binghamton.....	.....	33,442 98	53,442 98	24,042 53	38,696 80
Utica, Ithaca and Elmira.....	7,846 28	4,160 49	41,966 77	39,696 80	24,363 83
Valley.....	26,389 36	84,488 39	41,003 69	26,331 83	21,536 80
Wallkill Valley.....	32,298 19	39,817 08	16,367 05	3,637 08	7,523 68
Warwick Valley.....	16,064 07	7,987 16	7,517 10	6,276 90	.....



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF REPAIRS OF MACHINERY.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$9,095 13	\$6,392 90	\$7,241 27	\$5,039 82	\$6,785 17
Albany and Susquehanna .....	385,071 74	494,228 23	182,537 81	119,869 65	103,143 05
Atlantic and Great Western .....	730,533 58	671,244 32	676,156 02	637,130 63	628,305 63
Bath and Hammondsport .....	.....	.....	415 54	1,354 65	613 00
Boston and Albany .....	1,219,380 80	860,790 15	761,711 06	876,610 91	\$28,063 61
Brooklyn, Bath and Coney Island .....	.....	.....	.....	.....	6,898 04
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	3,398 85
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	974 25
Buffalo Creek .....	.....	.....	.....	.....	30,068 65
Buffalo and Jamestown .....	.....	.....	.....	.....	2,856 92
Buffalo, New York and Pittsford .....	.....	.....	.....	.....	6,454 26
Buffalo and Southwestern .....	25,349 78	25,398 64	23,595 02	19,014 46	49,145 04
Cayuga Southern .....	291 01	.....	3,838 31	1,398 29	20,931 94
Cayuga and Susquehanna .....	2,967 46	2,628 00	10,317 01	16,172 91	6,128 75
Cazenovia .....	52,867 46	35,890 59	33,659 20	45,762 90	1,037 20
Cazenovia, Cazenovia and De Ruyter .....	.....	.....	.....	.....	15,078 16
Chemung .....	20,183 31	19,730 22	12,763 53	11,030 61	1,007 88
Cleone .....	1,237 35	2,201 23	1,405 78	3,630 39	1,445 27
Cleone Branch .....	302 00	27,564 26	25,331 20	22,529 92	1,445 27
Cooperstown and Susquehanna Valley .....	2,888 12	1,807 92	7,806 23	905 39	82,110 57
Corning, Cayuga and Androm .....	.....	.....	.....	.....	32,839 10
Dunkirk, Allegany Valley and Pittsburgh .....	31,523 81	34,163 91	30,619 73	24,486 76	50,681 04
Elmira, Jefferson and Canadagua .....	103,445 70	56,576 26	44,184 58	47,413 65	52,675 12
Elmira State Line .....	.....	.....	.....	.....	8,817 86
Elmira and Williamsport .....	8,272 21	8,767 80	10,022 31	6,066 60	.....
Empire .....	2,799,102 30	2,416,863 53	2,664,456 87	1,961,069 37	.....
Fishing, North Shore and Central .....	50,412 30	32,769 33	20,338 29	.....	.....
Fonda, Rhine and Gloversville .....	2,837 11	6,231 73	6,118 33	8,617 68	6,631 16
Geneva, Ulster and Sayre .....	.....	.....	.....	37,766 30	40,879 68
Greenwich .....	3,917 92	4,413 71	2,668 30	1,630 06	1,155 55
Greenwich and Johnsonville .....	1,698 89	656 11	937 77	502 17	81 14
Hartford Extension .....	31,921 74	19,815 77	24,061 22	20,293 49	9,615 39
Lake Champlain and Moriah .....	38,430 73	27,365 95	23,116 44	17,301 22	6,066 79
Lake Shore and Michigan Southern .....	1,721,532 47	1,563,453 43	1,420,822 45	1,316,778 73	1,199,765 66
Long Island .....	94,089 95	134,182 14	116,812 45	114,234 70	129,608 51
Manhasset .....	.....	.....	.....	.....	83 00
Metropolitan Elevated .....	.....	.....	.....	.....	1,376 70
Middleburgh and Schoharie .....	4,100 00	700 00	700 00	.....	1,441 00
Middleburgh and Crawford .....	.....	.....	.....	.....	294 54
Middletown .....	.....	.....	.....	.....	439 95
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	.....	9,804 60
New York, Bay Ridge and Jamaica .....	.....	.....	.....	.....	13,083 41
New Jersey and New York .....	.....	.....	16,654 91	660 46	.....
.....	.....	.....	.....	14,970 83	13,426 10

## RAILROAD REPORT.

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New York and Canada.....	7,401 49	4,701 48	3,200,071 61	5,014,794 00	2,047,520 69	27,010 00
New York Central and Hudson River.....	11,012,800 47	5,794 724 30			1,885,709 21	35,709 21
New York Elevated.....					317,007 63	73,078 95
New York Lake Erie and Western.....					65,434 76	1,372 33
New York and Albany.....					31,451 30	30,888 11
New York and Harlem.....					3,911 41	7,034 73
New York and Hudson.....					187,525 02	165,714 40
New York and Oswego Mill and.....					4,487 05	5,035 38
New York and Lake Champlain.....					1,816 13	911 00
New York and Lake Champlain.....					132,204 11	447 03
New York and Lake Champlain.....					883 31	87 96
New York and Lake Champlain.....					706 82	350 85
New York and Lake Champlain.....					134 85	134 85
New York and Lake Champlain.....					35,293 18	35,293 18
New York and Lake Champlain.....					8,406 19	8,406 19
New York and Lake Champlain.....					5,131 69	5,131 69
New York and Lake Champlain.....					80,251 91	80,251 91
New York and Lake Champlain.....					12,041 89	12,041 89
New York and Lake Champlain.....					1,447 69	1,447 69
New York and Lake Champlain.....					50,390 24	50,390 24
New York and Lake Champlain.....					20,754 48	20,754 48
New York and Lake Champlain.....					28,965 31	28,965 31
New York and Lake Champlain.....					13,865 74	13,865 74
New York and Lake Champlain.....					2,429 32	2,429 32
New York and Lake Champlain.....					12,998 32	12,998 32
New York and Lake Champlain.....					16,152 24	16,152 24
New York and Lake Champlain.....					4,645 05	4,645 05

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF OPERATING ROAD.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$34,365 70	\$40,543 52	\$37,729 42	\$13,286 82	\$28,781 43
Albany and Susquehanna .....	1,060,685 64	1,063,070 81	490,049 20	350,476 51	290,198 94
Atlantic and Great Western .....	1,918,424 64	1,615,217 71	1,495,186 14	1,519,751 71	1,469,689 08
Bath and Hammondsport .....	.....	.....	5,040 98	3,782 98	4,209 15
Boston and Albany .....	3,277,726 77	2,908,448 50	2,572,483 27	2,513,100 41	2,377,860 50
Brooklyn, Bath and Coney Island .....	26,289 69	26,025 21	30,378 39	23,486 87	21,907 01
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	63,096 25
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	23,013 91
Buffalo and Jamestown .....	63,207 24	58,978 93	53,252 53	56,263 11	13,596 15
Buffalo Creek .....	11,372 81	14,532 68	15,414 77	15,115 21	15,115 21
Buffalo and Westfield .....	25,137 89	33,805 98	80,235 55	88,204 23	27,977 74
Buffalo, New York and Philadelphia .....	236,645 45	203,805 68	216,247 62	162,967 66	188,722 65
Buffalo and Southwestern .....	.....	.....	.....	.....	119,372 89
Cayuga Southern .....	.....	.....	.....	.....	29,759 73
Cayuga and Susquehanna .....	45,496 68	44,867 35	38,920 86	37,486 43	32,621 53
Cazenovia, Canastota and De Ruyter .....	11,414 25	12,530 59	12,530 72	8,173 60	9,387 83
Chemung .....	.....	85,544 05	84,095 64	82,836 40	70,937 47
Clove Branch .....	.....	12,934 26	11,344 80	11,236 86	10,786 68
Cooperstown and Susquehanna Valley .....	15,216 15	12,448 87	10,185 20	9,263 42	8,169 10
Corning, Cowanesque and Antwerp .....	19,716 28	.....	82,252 12	76,895 32	96,469 01
Dunkirk, Allegheny Valley and Pittsburgh .....	140,219 40	164,288 27	170,359 44	175,176 26	152,671 09
Elmira, Jefferson and Canandaigua .....	283,434 41	169,031 61	182,011 48	178,638 98	147,254 12
Elmira State Line .....	.....	.....	.....	106,398 67	94,693 83
Elmira and Williamsport .....	31,546 89	31,282 85	31,117 27	27,458 34	28,353 00
Errie .....	7,278,973 82	6,910,886 85	6,925,258 46	6,623,250 77	.....
Fishing, North Shore and Central .....	216,880 94	201,232 97	186,734 62	.....	39,884 98
Fonda, Johnstown and Gloversville .....	.....	.....	50,471 37	42,970 35	127,102 88
Geneva, Ithaca and Sayre .....	44,326 07	38,591 34	.....	18,659 27	14,767 33
Greeno .....	.....	21,992 85	19,724 19	7,995 22	7,183 53
Greenwich and Johnsonville .....	19,781 56	92,892 18	83,400 89	108,574 00	27,705 88
Harlem Extension .....	110,815 43	.....	.....	.....	.....
Ithaca and Athens .....	.....	37,950 67	29,971 16	24,946 69	25,652 85
Lake Champlain and Moriah .....	42,834 46	5,846,640 43	5,513,855 45	5,193,220 20	5,013,379 24
Lake Shore and Michigan Southern .....	6,443,756 77	284,011 75	401,057 79	610,078 40	669,373 06
Long Island .....	283,993 57	.....	.....	.....	669,747 07
Marine .....	.....	.....	.....	.....	120,739 01
Metropolitan Elevated .....	.....	3,970 00	3,745 00	3,344 00	3,093 50
Middleburgh and Scholharie .....	4,610 00	6,764 94	14,363 15	12,386 13	11,591 11
Middletown and Crawford .....	.....	.....	.....	61,007 46	83,230 09
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	102,153 09	92,368 64
New Jersey and New York .....	.....	.....	101,542 17	.....	.....



## RAILROAD REPORT.

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New York, Bay Bridge and Jamaica	44,357 55	18,119 64	10,371 40	10,371 40	10,371 40
New York and Canada Trucking River	10,767 50	9,783 74 10	9,783 74 10	9,783 74 10	9,783 74 10
New York Central	704,457 50	881,741 17	10,347 40 14	0,020,901 57	10,347 40 14
New York Lake Erie and Western			185,184 49		185,184 49
New York and Manhattan Beach					
New York and Manhattan Railroad	354,268 75	334,853 53			
New York and New Haven Railroad	804,410 35	393,401 40	1,250,000 15	1,250,000 15	1,250,000 15
New York and Oswego Railroad	266,079 55	230,170 19	230,203 70	278,987 70	278,987 70
New York and Lake Champlain			201,134 38	181,001 69	174,799 18
Ogdensburg and Lake Champlain					17,019 17
Olean, Bradford and Warren					23,250 17
Olean, Southern	154,003 10		18,824 95		22,450 84
Oswego and Syracuse			134,916 35		108,343 33
Port Jervis and Monticello		153,516 21	130,712 63		12,885 18
Port Jervis and Monticello		20,117 94	12,988 33		38,025 40
Poughkeepsie, Hartford and Boston		11,957 78	43,201 37		575,132 76
Rensselaer and Saratoga			665,441 93		59,727 14
Rensselaer and Saratoga			39,355 66		84,381 93
Rhinbeck and Connecticut		12,597 51	14,433 50		12,074 50
Rochester and State Line	640 53		11,177 53		413,105 51
Rome and Clinton		437,654 95	458,236 58		3,873 58
Rome, Watertown and Ogdensburg	338,038 77	6,633 42	4,384 55		3,516 19
Saratoga					10,434 11
Saratoga Valley					175,363 13
Schenectady					
Schenectady and Albany	11,208 14	10,962 10	10,703 07		1,951 77
Southern Central	167,869 61	183,684 94	235,916 83		24,260 65
Southern of Long Island		187,960 97	120,312 30		5,711 51
Southfield Branch	890 30	9,257 05	967 24		185,675 20
Staten Island	31,207 48	98,317 34	30,581 64		90,123 73
Sterling Mountain	5,717 21	7,380 63	6,877 75		58,955 06
Syracuse, Binghamton and New York	154,969 93	150,229 82	175,315 77		163,789 01
Syracuse, Chenango and New York					61,440 63
Syracuse, Chenango and Corning					99,840 63
Troy and Boston					177,207 63
Utica and Delaware	140,430 83	114,630 35	164,490 84		33,798 66
Utica and Black River		73,370 20	75,842 99		83,998 74
Utica, Chenango and Susquehanna Valley		143,073 44	162,251 72		44,164 39
Utica, Clinton and Binghamton	133,402 97	262,075 93	245,838 50		40,240 94
Utica, Ithaca and Elmira	227,450 60		33,551 33		18,125 31
Valley	16,119 34	19,677 07	58,110 95		
Valley	30,916 00	46,722 84	68,977 20		
Warwick Valley	70,275 39	69,327 74	35,514 52		
Warwick Valley	19,807 68	20,263 19	19,935 19		



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF OPERATING ROAD.				
	1874.	1875.	1876.	1877.	1878.
Adirondack .....	\$34,365 70	\$40,543 52	\$37,729 42	\$15,286 83	\$38,781 43
Albany and Susquehanna .....	1,060,685 64	1,063,070 81	490,049 20	389,476 51	360,198 92
Atlantic and Great Western .....	1,918,424 64	1,615,217 71	1,405,186 14	1,519,751 71	1,409,689 08
Bath and Hammondsport .....	.....	.....	5,040 98	3,783 98	4,209 15
Boston and Albany .....	3,277,798 77	2,908,448 50	2,572,433 27	2,513,160 41	2,377,860 50
Brooklyn, Bath and Coney Island .....	26,289 69	26,025 21	30,378 39	28,486 87	21,907 01
Brooklyn, Flatbush and Coney Island .....	.....	.....	.....	.....	53,046 25
Brooklyn and Rockaway Beach .....	.....	.....	.....	.....	13,596 15
Brooklyn and Rockaway Beach .....	63,207 24	58,978 93	53,292 53	56,293 11	23,013 91
Buffalo Creek .....	11,372 31	32,806 98	14,532 08	15,414 77	15,115 21
Buffalo and Jamestown .....	25,137 80	203,805 68	80,295 55	88,204 23	27,977 74
Buffalo, New York and Philadelphia .....	336,645 45	.....	216,247 62	182,967 66	188,752 65
Buffalo and Southwestern .....	.....	.....	.....	.....	119,873 89
Cayuga Southern .....	45,496 68	44,867 35	38,920 85	87,486 43	29,769 73
Cayuga and Susquehanna .....	11,414 25	12,530 59	12,530 72	8,173 60	32,621 53
Cazenovia, Canastota and De Ruyter .....	.....	85,544 05	84,095 64	82,836 40	9,857 35
Chemung .....	.....	12,934 26	11,344 80	11,286 86	10,785 66
Glove Branch .....	15,216 15	12,448 87	10,195 20	9,283 43	8,160 10
Cooperstown and Susquehanna Valley .....	.....	.....	82,292 12	76,895 33	96,469 01
Corning, Cowanesque and Antrim .....	140,219 40	164,288 27	170,359 44	175,176 26	152,671 09
Dunkirk, Allegheny Valley and Pittsburgh .....	283,434 41	169,051 61	182,011 48	178,083 98	147,234 12
Elmira, Jefferson and Canandaigua .....	.....	.....	.....	106,388 67	94,693 33
Elmira State Line .....	.....	.....	.....	27,438 34	23,853 00
Elmira and Williamsport .....	31,546 80	31,282 85	31,117 27	6,623,250 77	.....
Erie .....	7,278,973 82	6,910,896 85	6,925,258 46	.....	.....
Fishing, North Shore and Central .....	.....	261,232 97	186,734 62	42,970 35	39,884 98
Fonda, Johnstown and Gloversville .....	44,336 07	38,591 34	50,471 37	127,102 88	127,102 88
Geneva, Ithaca and Sayre .....	.....	.....	.....	14,767 33	7,183 53
Greeno .....	19,781 56	21,992 85	19,734 19	18,659 27	27,705 88
Greenwich and Johnsonville .....	9,427 82	8,813 13	7,995 22	.....	.....
Harlem Extension .....	110,815 43	92,862 18	83,400 80	106,574 00	.....
Ithaca and Athens .....	.....	.....	.....	.....	25,652 86
Lake Champlain and Moriah .....	43,834 46	37,920 67	39,971 16	24,946 09	5,018,379 24
Lake Shore and Michigan Southern .....	6,443,756 77	5,846,640 43	5,514,855 45	5,188,220 20	659,373 06
Long Island .....	283,983 57	294,011 75	401,037 79	610,078 40	120,739 01
Marine .....	.....	.....	.....	.....	3,693 50
Metropolitan Elevated .....	.....	8,970 00	3,715 00	3,344 00	11,691 11
Middleburgh and Scholharie .....	4,610 00	6,764 94	14,363 16	12,389 13	83,929 09
Middleburgh and Crawford .....	.....	.....	.....	81,007 46	92,589 64
Newburgh, Dutchess and Connecticut .....	.....	.....	.....	102,453 09	.....
New Jersey and New York .....	.....	.....	104,542 17	.....	.....

## RAILROAD REPORT.

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New York, Day Bridge and Jamaica	10,371 00	10,371 00	10,371 00	10,371 00
New York Central and Hudson River	10,371 00	10,371 00	10,371 00	10,371 00
New York Elevated and Western	10,371 00	10,371 00	10,371 00	10,371 00
New York and Manhattan Beach	10,371 00	10,371 00	10,371 00	10,371 00
New York and New Haven	10,371 00	10,371 00	10,371 00	10,371 00
New York and Oswego Midland	10,371 00	10,371 00	10,371 00	10,371 00
Ogdensburg and Lake Champlain	10,371 00	10,371 00	10,371 00	10,371 00
Olean, Bradford and Warren	10,371 00	10,371 00	10,371 00	10,371 00
Ontario Southern	10,371 00	10,371 00	10,371 00	10,371 00
Oswego and Syracuse	10,371 00	10,371 00	10,371 00	10,371 00
Port Jervis and Monticello	10,371 00	10,371 00	10,371 00	10,371 00
Poughkeepsie, Hartford and Boston	10,371 00	10,371 00	10,371 00	10,371 00
Reusselner and Saratoga	10,371 00	10,371 00	10,371 00	10,371 00
Rhinebeck and Connecticut	10,371 00	10,371 00	10,371 00	10,371 00
Rochester and State Line	10,371 00	10,371 00	10,371 00	10,371 00
Rome and Clinton	10,371 00	10,371 00	10,371 00	10,371 00
Rome, Watertown and Ogdensburg	10,371 00	10,371 00	10,371 00	10,371 00
Schoharie Valley	10,371 00	10,371 00	10,371 00	10,371 00
Silver Lake	10,371 00	10,371 00	10,371 00	10,371 00
Skaneateles	10,371 00	10,371 00	10,371 00	10,371 00
Southern Central	10,371 00	10,371 00	10,371 00	10,371 00
Southern of Long Island	10,371 00	10,371 00	10,371 00	10,371 00
Southfield Branch	10,371 00	10,371 00	10,371 00	10,371 00
Staten Island	10,371 00	10,371 00	10,371 00	10,371 00
Sterling Mountain	10,371 00	10,371 00	10,371 00	10,371 00
Syracuse, Binghamton and New York	10,371 00	10,371 00	10,371 00	10,371 00
Syracuse, Chenango and New York	10,371 00	10,371 00	10,371 00	10,371 00
Syracuse, Geneva and Corning	10,371 00	10,371 00	10,371 00	10,371 00
Troy and Boston	10,371 00	10,371 00	10,371 00	10,371 00
Utica and Delaware	10,371 00	10,371 00	10,371 00	10,371 00
Utica and Black River	10,371 00	10,371 00	10,371 00	10,371 00
Utica, Chenango and Susquehanna Valley	10,371 00	10,371 00	10,371 00	10,371 00
Utica, Clinton and Binghamton	10,371 00	10,371 00	10,371 00	10,371 00
Utica, Ithaca and Elmira	10,371 00	10,371 00	10,371 00	10,371 00
Valley	10,371 00	10,371 00	10,371 00	10,371 00
Warwick Valley	10,371 00	10,371 00	10,371 00	10,371 00
Warwick Valley	10,371 00	10,371 00	10,371 00	10,371 00



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM PASSENGER TRANSPORTATION.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$30,298 85	\$31,773 08	\$26,789 23	\$23,104 71	\$24,707 15
Albany and Susquehanna.....	1,037,341 06	1,011,688 92	974,036 35	983,874 41	990,877 24
Atlantic and Great Western.....	926,068 57	948,238 24	782,693 83	731,675 57	889,541 15
Bath and Hammondsport.....	.....	.....	2,911,985 70	4,236 25	4,433 63
Brockton and Albany.....	3,391,693 41	3,795,441 68	2,911,985 70	2,682,133 52	2,537,936 81
Brooklyn, Bath and Coney Island.....	55,626 09	45,308 53	46,181 80	55,363 51	102,716 21
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	124,428 73
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	15,413 98
Buffalo, Corry and Pittsburgh.....	54,469 20	51,915 17	46,928 04	47,093 34	98,823 40
Buffalo and Jamestown.....	31,042 27	51,660 74	91,637 38	86,902 77	92,809 12
Buffalo and Southwestern.....	.....	.....	.....	.....	85,999 84
Budabo New York and Philadelphia.....	140,788 03	139,795 83	125,891 93	97,31 81	131,313 17
Cayuga Southern.....	.....	.....	.....	.....	16,417 26
Cayuga and Susquehanna.....	39,331 33	29,868 32	20,913 24	18,901 87	18,489 47
Cazenovia, Catskills and De Ruyter.....	11,312 54	11,016 38	10,453 47	7,506 13	7,890 21
Chemung.....	.....	70,736 38	60,679 19	56,927 80	46,807 17
Clove Branch.....	478 45	234 80	249 43	347 03	389 12
Coopersstown and Susquehanna Valley.....	19,726 50	17,209 47	16,702 24	16,531 58	15,516 02
Corning, Cowanesque and Antwerp.....	.....	.....	42,276 71	30,652 36	31,958 43
Dunkirk, Allegheny Valley and Pittsburgh.....	79,148 14	72,040 43	68,376 87	61,725 60	61,083 73
Elmira, Jefferson and Chautauque.....	168,373 02	87,743 69	79,847 06	78,338 28	64,901 42
Elmira State.....	.....	.....	.....	24,370 83	30,771 04
Elmira and Williamsport.....	19,378 15	18,312 63	16,412 49	16,376 98	12,401 04
Erie.....	3,705,574 06	3,401,801 31	3,427,036 45	3,220,069 88	.....
Farming, North Shore and Central.....	254,639 01	292,639 59	142,761 21	.....	39,823 05
Fonda, Johnstown and Gloversville.....	48,024 26	37,311 98	46,214 40	43,214 60	48,102 21
Geneva, Utica and Sayre.....	.....	.....	.....	51,033 38	10,389 48
Greene.....	11,560 14	12,307 60	12,068 73	11,371 76	11,550 18
Greenwich and Johnsonville.....	13,118 83	12,862 86	12,170 76	10,619 06	11,122 50
Harlem Extension.....	76,541 45	84,547 86	96,733 75	103,033 35	321 01
Lake Champlain and Moriah.....	669 06	479 62	269 80	90 20	.....
Lake Shore and Michigan Southern.....	4,324,004 69	3,969,625 71	3,762,163 33	3,299,710 23	3,120,323 78
Long Island.....	600,897 94	484,458 59	716,413 33	937,345 66	1,022,786 09
Marine.....	.....	.....	.....	.....	2,968 70
Metropolitan Elevated.....	.....	.....	.....	.....	4,170 29
Middleburgh and Schoharie.....	3,450 00	3,993 75	3,000 60	3,645 80	3,372 93
Middletown and Crawford.....	.....	2,531 76	4,065 37	4,278 21	4,170 29
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	11,315 39	18,684 55
New Jersey and New York.....	.....	121,554 76	121,599 30	111,897 71	108,706 39
New York, Bay Ridge and Jamaica.....	.....	.....	.....	26,121 78	.....
New York and Canada.....	36,318 83	27,490 04	160,353 37	189,985 64	187,883 24

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New York Central and Hudson River.....	7,497,866 84	6,703,960 89	6,176,816 33	6,023,955 05
New York, Lake Erie and Western.....	698,004 66	201,205 15	101,097 10	7,417 24
New York and Manhattan Beach.....	273,035 18	111,773 78	95,243 66	8,971 57
New York, New Haven and Hartford.....	140,043 34	142,217 63	2,181,001 89	2,511,483 97
New York and Ogdensburg.....	115,046 90	110,671 96	111,708 32	2,241,171 93
Ogdensburg and Lake Champlain.....	.....	11,229 31	131,068 29	132,260 38
Olean, Bradford and Warren.....	.....	11,367 02	116,915 10	135,260 71
Ontario Southern.....	.....	2,546 36	7,051 45	21,308 70
Oswego and Syracuse.....	.....	426,184 04	96,843 31	9,278 93
Port Jervis and Monticello.....	424,433 63	6,000 00	14,565 13	84,190 22
Poughkeepsie, Hartford and Boston.....	.....	8,925 30	31,633 84	11,192 07
Poughkeepsie, Hartford and Boston.....	.....	102,575 85	623,259 29	23,023 15
Rensselaer and Saratoga.....	1,171 47	74,314 70	623,869 26	617,236 27
Rhinebeck and Connecticut.....	.....	386 05	5,625 22	4,576 13
Rochester and State Line.....	.....	137,157 29	14,404 94	48,141 97
Rome and Clinton.....	.....	205,616 08	9,182 00	6,396 69
Rome, Watertown and Ogdensburg.....	.....	180,888 00	508,193 56	443,283 00
Schoharie Valley.....	.....	140,340 44	5,988 18	4,781 21
Silver Lake.....	8,938 65	.....	8,188 75	3,658 21
Skaneateles.....	108,491 66	.....	105,690 37	6,444 73
Southern Central.....	.....	.....	78,933 40	88,815 13
Southern of Long Island.....	82,497 30	.....	72,156 95	78,560 16
Staten Island.....	.....	.....	144 15	.....
Sterling Mountain.....	.....	.....	189,768 79	67,460 57
Syracuse, Binghamton and New York.....	.....	.....	146,576 44	140 60
Syracuse, Chenango and New York.....	.....	.....	20,980 50	122,226 37
Syracuse, Geneva and Corning.....	.....	.....	.....	38,570 46
Troy and Boston.....	.....	.....	.....	28,180 97
Utica and Delaware.....	.....	.....	187,405 40	174,490 38
Utica and Black River.....	.....	.....	47,249 79	50,496 86
Utica, Chenango and Susquehanna Valley.....	.....	.....	185,109 63	183,210 33
Utica, Clinton and Binghamton.....	.....	.....	137,884 93	124,760 11
Utica, Ithaca and Elmira.....	.....	.....	32,781 51	31,571 51
Valley.....	21,495 16	.....	57,905 07	60,531 60
Wallkill Valley.....	25,879 82	.....	17,675 57	15,781 90
Warwick Valley.....	80,707 55	.....	8,749 98	26,716 62
Warwick Valley.....	9,545 74	.....	6,267 65	5,881 35



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM FREIGHT TRANSPORTATION.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$60,314 14	\$49,222 12	\$40,337 99	\$39,046 28	\$37,573 45
Albany and Susquehanna.....	2,120,103 67	2,236,280 42	941,751 41	871,891 47	871,379 73
Atlantic and Great Western.....	3,783,243 73	2,913,581 40	2,729,696 73	2,911,543 50	2,888,459 37
Bath and Hammondsport.....	5,283,569 21	4,328,180 74	4,811 25	4,747 98	6,338 36
Boston and Albany.....	.....	.....	3,886,131 64	3,790,780 94	3,734,130 93
Brooklyn, Bath and Coney Island.....	.....	.....	.....	.....	815 44
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	146 99
Buffalo, Corry and Pittsburgh.....	91,330 63	103,983 70	103,497 69	64,468 47	80,261 71
Buffalo Creek.....	20,212 98	26,993 15	28,367 10	41,249 00	51,375 38
Buffalo and Jamestown.....	20,615 94	36,708 03	64,562 43	79,730 23	84,871 13
Buffalo and Southwestern.....	.....	.....	.....	.....	134,816 48
Buffalo, New York and Philadelphia.....	403,969 16	452,918 06	490,043 55	538,407 07	704,166 58
Cayuga Southern.....	.....	.....	.....	.....	27,143 40
Cayuga and Susquehanna.....	59,043 00	82,321 31	48,282 30	41,482 56	30,136 68
Cazenovia.....	10,044 02	12,459 65	7,045 26	7,563 56	7,389 08
Chemung.....	.....	161,868 19	178,548 56	150,102 20	108,981 99
Clove Branch.....	26,331 42	22,573 24	18,103 84	16,651 36	18,781 99
Cooperstown and Susquehanna Valley.....	15,002 43	15,484 64	14,298 03	15,497 95	15,692 12
Corning, Cowanesque and Antwerp.....	.....	.....	196,129 08	176,074 97	236,204 57
Dunkirk, Allegany Valley and Pittsburgh.....	270,671 32	261,770 54	305,045 00	253,672 18	237,037 03
Elmira, Jefferson and Canandaigua.....	483,834 04	257,381 32	393,568 43	324,336 19	230,237 80
Elmira, State Line.....	.....	.....	.....	255,230 64	242,589 39
Elmira and Williamsport.....	53,830 00	53,105 04	54,685 88	47,833 71	42,375 94
Flushing, North Shore and Central.....	13,740,043 44	12,287,399 85	11,429,929 70	10,647,807 83	.....
Fonda, Johnstown and Gloversville.....	71,892 36	101,418 80	49,880 22	.....	.....
Geneva, Utica and Sayre.....	43,423 50	40,440 87	52,419 44	51,596 76	47,688 27
Greene.....	27,537 71	26,713 43	.....	177,374 56	209,102 55
Greenwich and Johnsonville.....	19,716 82	19,216 57	21,418 44	23,589 69	22,183 47
Harlem Extension.....	179,645 41	195,620 42	17,771 58	14,201 14	14,240 29
Lake Champlain and Moriah.....	117,261 75	139,143 72	164,805 38	145,918 18	43,975 41
Lake Shore and Michigan Southern.....	12,410,026 64	9,864,907 44	9,703,999 64	9,117,532 27	130,533 89
Long Island.....	333,675 96	298,856 69	335,670 91	442,328 08	8,969,025 08
Middleburgh and Schoharie.....	5,000 00	5,093 09	4,022 56	3,731 69	427,268 27
Middletown and Crowsford.....	.....	6,642 11	15,372 42	17,140 04	3,483 25
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	73,890 96	18,810 24
New Jersey and New York.....	.....	43,403 96	.....	50,934 91	96,910 63
New York, Bay Ridge and Jamaica.....	.....	.....	.....	4,240 40	47,468 23
New York and Canada.....	38,413 11	61,109 46	138,129 64	198,246 48	.....
New York Central and Hudson River.....	20,846,735 23	17,689,701 00	17,566,264 78	16,421,316 67	19,045,829 71
New York, Lake Erie and Western.....	.....	.....	.....	.....	11,914,468 75

## RAILROAD REPORT.

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New York and Manhattan Beach	16,780 43
New York, New Haven and Hartford	1,800,779 04
New York and Oswego	371,460 86
Ogdensburg and Lake Champlain	33,333 33
Olean, Bradford and Warren	336,710 32
Ontario Southern	84,330 00
Oswego and Col. Monticello	19,038 38
Port Jervis and Hartford and Boston	172,601 45
Poughkeepsie and Saratoga	14,436 25
Rensselaer and Connecticut	16,030 98
Rhinebeck and Connecticut	709,808 30
Rochester and State Line	44,811 82
Rome and Clinton	104,267 42
Rome, Watertown and Ogdensburg	9,880 51
Schoharie Valley	636,040 13
Silver Lake	7,752 66
Skaneateles	5,391 40
Southern Central	8,744 96
Southern of Long Island	7,752 66
Southfield Branch	336,120 12
Staten Island	2,354 16
Stirling Mountain	5,901 14
Syracuse, Binghamton and New York	21,205 20
Syracuse, Chenango and New York	419,467 90
Syracuse, Geneva and Corning	37,965 95
Troy and Boston	187,363 79
Uster and Delaware	303,980 73
Utica and Black River	102,943 02
Utica, Chenango and Susquehanna Valley	248,461 48
Utica, Clinton and Binghamton	298,792 98
Utica, Utica and Elmira	40,882 71
Valley	75,518 35
Wallkill Valley	135,916 61
Warwick Valley	54,126 70
	31,876 16
	11,046 93
	682,827 85
	8,106 04
	4,902 84
	8,218 26
	326,208 41
	3,335 60
	7,182 45
	23,105 77
	360,801 48
	17,475 32
	350,380 92
	85,197 48
	246,750 50
	286,025 07
	43,873 24
	61,413 47
	122,841 47
	12,324 51
	35,025 29
	16,550 29
	246,099 45
	18,024 25
	29,186 84
	881,855 75
	64,267 86
	5,018 97
	13,483 34
	631,674 24
	8,224 40
	9,126 31
	438,903 93
	57,180 19
	9,627 46
	7,337 30
	14,610 87
	479,817 19
	352,808 13
	98,460 60
	249,924 10
	296,073 67
	60,377 80
	80,077 83
	161,576 38
	16,798 19
	36,217 46
	100,312 14
	303,335 03
	498,225 23
	239,249 03
	16,124 43
	9,396 63
	25,873 41
	631,928 26
	8,065 41
	9,350 84
	384,293 46
	106,376 14
	6,514 45
	7,397 48
	25,277 70
	560,269 95
	314,869 75
	107,717 05
	293,965 84
	325,900 41
	41,398 67
	190,296 01
	28,440 52
	35,963 86
	166,461 71
	781,010 01
	676,948 93
	246,003 24
	55 46
	606,684 09
	10,203 72
	341,171 29
	1,482 30
	9,117 16
	512,444 77
	306,795 04
	281,706 80
	273,512 33
	9,425 25
	167,369 97
	27,273 16
	38,488 57



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL EARNINGS.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$23,724 47	\$23,946 72	\$73,713 31	\$68,401 95	\$68,735 18
Albany and Susquehanna.....	3,406,825 54	3,406,825 54	1,309,520 31	1,161,126 65	1,161,093 34
Atlantic and Great Western.....	4,833,267 03	3,913,649 68	3,672,364 31	3,844,590 38	3,844,590 38
Bath and Hammondsport.....	8,063,127 87	7,747,657 89	11,217 83	8,434 11	11,222 01
Boston and Albany.....	56,957 78	47,601 37	7,094,538 44	6,780,597 18	6,653,553 41
Brooklyn, Bath and Coney Island.....	132,298 58	161,707 39	47,402 41	68,338 95	136,346 40
Brooklyn and Flatbush and Coney Island.....	27,118 63	28,637 10	156,016 64	117,782 90	76,160 12
Brooklyn and Rockaway Beach.....	20,370 93	28,637 10	28,637 10	41,516 81	61,683 34
Buffalo Creek and Pittsburgh.....	54,165 13	93,111 34	164,807 20	176,884 24	221,649 10
Buffalo and Jamestown.....	530,665 96	613,176 35	636,513 75	665,338 73	801,808 39
Buffalo and Southwestern.....	106,013 57	113,035 61	75,313 61	64,503 50	46,601 02
Cayuga Southern.....	27,306 56	24,593 23	18,360 66	15,008 63	51,383 02
Cayuga and Susquehanna.....	28,692 91	23,875 43	238,773 81	212,746 38	16,062 80
Cazenovia, Canastota and De Ruyter.....	36,978 05	23,133 04	18,732 32	18,583 71	160,534 67
Chemung.....	358,437 43	35,521 28	334,694 83	34,354 84	19,885 20
Cooperstown and Susquehanna Valley.....	636,815 12	330,147 21	341,682 14	306,195 48	265,216 21
Corning, Cowanesque and Andrus.....	17,637 32 69	330,147 21	398,633 25	343,372 48	305,919 82
Dunkirk, Allegany Valley and Pittsburgh.....	74,214 73	71,537 68	414,711 13	416,475 08	331,778 18
Elmira, Jefferson and Canandaigua.....	18,098,898 76	16,876,858 60	16,639,705 33	344,332 61	296,632 97
Elmira State Line.....	805,237 39	408,413 68	316,392 71	65,652 08	316,632 99
Elmira and Williamsport.....	98,616 24	91,067 66	74,017 35	65,652 08	57,972 76
Errie.....	25,490 35	41,313 76	15,436,558 63	15,436,558 63	102,267 86
Flushing, North Shore and Central.....	35,391 18	33,779 23	38,445 40	38,445 40	204,665 76
Fonda, Johnstown and Gloversville.....	273,330 60	300,159 13	26,029 70	26,029 70	35,715 15
Geneva, Ithaca and Sayre.....	118,004 92	185,405 69	269,300 23	58,639 62	27,639 69
Greenwich and Johnsonville.....	17,637 32 69	14,741,630 28	109,102 63	99,666 47	130,824 04
Harlem Extension.....	888,582 53	888,840 08	14,417,020 95	13,214,434 15	13,057,171 47
Lake Champlain and Moriah.....	10,725 00	7,583 75	1,149,897 01	1,498,723 17	1,507,814 37
Lake Shore and Michigan Southern.....	10,725 00	7,583 75	7,715 36	7,984 92	2,961 70
Long Island.....	10,725 00	7,583 75	20,684 95	22,103 12	381,372 82
Marine.....	10,725 00	7,583 75	20,684 95	22,103 12	7,281 10
Metropolitan Elevated.....	10,725 00	7,583 75	20,684 95	22,103 12	23,766 22
Middleburgh and Schoharie.....	10,725 00	7,583 75	20,684 95	22,103 12	135,833 13
Middletown and Crawford.....	10,725 00	7,583 75	20,684 95	22,103 12	107,068 16
Newburgh, Dutchess and Connecticut.....	10,725 00	7,583 75	20,684 95	22,103 12	161,337 13
New Jersey and New York.....	10,725 00	7,583 75	20,684 95	22,103 12	30,342 37
New York, Bay Ridge and Jamaica.....	10,725 00	7,583 75	20,684 95	22,103 12	30,342 37

New York and Canada.....	32,405 14	370,961 03	380,610 40	401,060 64
New York Central and Hudson River.....	30,027,216 03	36,302,072 35	29,070,065 90	28,910,565 18
New York Elevated.....	1,017 25	1,017 25	203,208 51	15,410,175 00
New York and New England Western.....	890,741 17	1,136,011 50	60,694 55	3,944,060 37
New York and Manhattan Beach.....	1,104,618 83	393,000 85	3,944,060 37	3,892,982 05
New York and New Haven and Hartford.....	833,343 87	5,335,035 28	503,203 77	540,020 60
New York and Oswego Midland.....	658,832 95	507,203 35	633,059 32	542,020 65
Ogdensburg and Lake Champlain.....	.....	.....	.....	48,008 02
Olean, Bradford and Warren.....	400,961 20	34,088 76	36,147 80	36,780 56
Ontario Southern.....	.....	382,374 17	318,181 86	288,183 24
Oswego and Syracuse.....	.....	35,913 21	32,418 26	27,934 31
Port Jervis and Monticello.....	32,700 40	73,912 84	66,305 82	56,226 69
Poughkeepsie, Hartford and Boston.....	28,161 60	1,626,783 01	1,451,762 04	1,429,933 87
Rensselaer and Saratoga.....	.....	78,402 85	65,902 48	55,951 19
Rhinebeck and Connecticut.....	.....	22,477 05	.....	211,444 50
Rochester and State Line.....	1,371 53	23,850 40	19,800 81	18,123 74
Rome and Clinton.....	1,112,416 34	1,221,727 03	1,248,812 32	1,213,786 38
Rome, Watertown and Ogdensburg.....	.....	16,090 26	7,268 18	14,018 35
Schenectady Valley.....	.....	.....	14,917 04	9,343 42
Silver Lake.....	.....	93,311 48	17,381 80	16,919 78
Skaneateles.....	21,064 31	607,108 74	461,864 73	462,906 61
Southern Central.....	502,310 40	215,133 10	.....	.....
Southern of Long Island.....	.....	9,637 46	.....	.....
Southfield Branch.....	.....	217,951 42	290,888 28	237,011 16
Staten Island.....	1,432 30	15,178 78	23,724 20	21,975 31
Sterling Mountain.....	584,532 94	676,177 76	538,011 05	503,041 72
Syracuse, Binghamton and New York.....	702,456 57	.....	39,848 25	.....
Syracuse, Chenango and New York.....	.....	.....	.....	.....
Syracuse, Genesee and Corning.....	.....	566,539 76	560,761 05	218,014 07
Troy and Boston.....	530,310 59	154,913 52	112,247 18	169,313 74
Utica and Delaware.....	182,127 58	401,571 47	463,298 52	154,105 23
Utica and Black River.....	503,514 13	492,541 50	432,636 62	411,351 25
Utica, Chenango and Susquehanna Valley.....	424,728 59	82,542 71	82,542 71	78,193 03
Utica, Clinton and Binghamton.....	.....	81,760 11	130,763 54	147,513 09
Utica, Ithaca and Elmira.....	35,011 12	302,829 02	143,063 43	151,491 27
Valley Forge.....	184,693 68	168,084 05	22,367 18	81,735 88
Wallkill Valley.....	69,128 00	48,313 09	45,066 72	41,309 91
Warwick Valley.....	51,297 50	.....	.....	.....



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR TRANSPORTATION EXPENSES.				
	1874.	1875.	1876.	1877.	1878.
Adirondack.....	\$71,331 53	\$84,953 03	\$69,442 90	\$61,304 32	\$62,249 04
Albany and Susquehanna.....	2,231,323 54	2,371,203 70	897,757 37	713,579 37	579,691 91
Atlantic and Great Western.....	3,768,152 41	3,231,063 26	2,954,301 81	3,043,881 94	3,026,524 06
Bath and Hammondport.....	.....	.....	8,366 10	6,941 72	5,965 15
Boston and Albany.....	6,548,211 68	5,371,992 88	4,682,824 04	4,612,765 95	4,413,997 27
Brooklyn, Bath and Coney Island.....	32,341 12	50,710 13	43,339 79	41,067 15	36,837 03
Brooklyn, Flatbush and Coney Island.....	.....	.....	.....	.....	59,852 98
Brooklyn and Rockaway Beach.....	.....	.....	.....	.....	19,433 29
Buffalo.....	161,270 06	151,841 31	146,535 16	107,272 95	55,136 53
Buffalo Creek.....	24,656 81	.....	35,046 40	31,586 68	29,103 52
Buffalo and Jamestown.....	44,154 44	66,275 27	137,114 52	148,431 78	48,396 50
Buffalo and Southwestern.....	.....	.....	.....	.....	171,652 03
Buffalo, New York and Philadelphia.....	393,822 14	334,797 38	427,992 83	328,793 83	414,419 44
Caroga Southern.....	124,105 06	106,161 00	.....	.....	71,379 93
Cayuga and Susquehanna.....	27,335 10	34,898 38	90,397 87	83,183 41	67,470 47
Cazenovia, Canastota and De Ruyter.....	.....	183,391 47	175,060 43	18,825 08	18,739 60
Chemung.....	.....	16,073 54	13,829 17	14,776 07	137,943 16
Clove Branch.....	18,184 76	25,675 53	26,367 43	18,468 91	16,783 31
Cooperstown and Susquehanna Valley.....	25,993 56	.....	172,276 11	188,468 95	17,377 06
Corning, Cowanesque and Antrim.....	.....	343,412 41	343,412 41	385,113 08	332,162 02
Dunkirk, Allegheny Valley and Pittsburgh.....	293,071 73	341,772 96	359,838 71	395,981 20	332,423 47
Elmira, Jefferson and Canandaigua.....	367,505 63	334,897 27	.....	231,312 04	246,482 66
Elmira State Line.....	.....	.....	.....	48,107 81	138,701 43
Elmira and Williamsport.....	62,980 47	56,801 94	68,331 12	10,899,839 60	46,884 38
Erie.....	13,563,738 32	12,679,130 95	13,231,201 78	.....	.....
Flushing, North Shore and Central.....	324,438 48	384,867 73	246,615 08	65,942 01	61,884 71
Genoa, Ulster and Sayre.....	67,051 57	60,163 48	72,880 29	90,478 68	281,131 01
Greenwich and Johnsonville.....	33,756 08	38,624 37	34,630 50	80,008 20	23,275 25
Greenville and Johnsonville.....	17,182 91	16,992 31	16,972 76	15,316 79	14,864 79
Hudson Extension.....	256,641 07	204,359 75	219,841 92	312,088 71	59,440 92
Lake Champlain and Moriah.....	130,559 25	101,455 40	76,185 80	60,754 44	62,153 94
Lake Shore and Michigan Southern.....	11,825,687 53	10,784,516 27	9,627,700 57	9,304,559 64	8,498,727 22
Long Island.....	268,093 57	615,336 59	751,160 55	977,993 00	1,000,019 03
Marine.....	.....	.....	.....	.....	1,000,905 07
Metropolitan Elevated.....	.....	.....	.....	.....	124,073 64
Metropolitan and Schenectady.....	11,885 00	6,180 00	6,405 00	6,722 16	5,933 21
Middleburgh and Schoharie.....	.....	.....	.....	.....	.....
Middletown, Unionville and Water Gap.....	.....	7,300 77	16,106 86	.....	14,719 15
Middletown and Crawford.....	.....	.....	.....	14,690 38	97,794 20
Newburgh, Dutchess and Connecticut.....	.....	.....	.....	138,167 00	125,901 93
New Jersey and New York.....	.....	.....	127,601 90	.....	123,873 13

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New York, Troy, Rutledge and Jamaica	101,365 06	72,012 00	350,072 74	80,700 93	181,457 55
New York and Putnam and Hudson River	14,382,207 56	17,012 00	16,134 17 34	972,727 34	10,457 55
New York and Putnam and Hudson River	88,437 24	94,138 97	16,134 17 34	14,046,161 87	16,135,977 30
New York, Lake Erie and Western	120,644 90	94,138 97	16,134 17 34	16,035,863 07	16,035,863 07
New York and Manhattan	527,612 78	94,138 97	16,134 17 34	10,289 18	10,289 18
New York, New Haven and Hartford	1,344,381 04	94,138 97	16,134 17 34	2,695,377 34	2,695,377 34
New York and Old Lake Champlain	601,001 82	94,138 97	16,134 17 34	3,028,872 77	3,028,872 77
Ogdensburg and Old Lake Champlain	601,001 82	94,138 97	16,134 17 34	3,028,872 77	3,028,872 77
Ogdensburg and Warren	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Olean, Bradford and Warren	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Ontario Southern	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Oswego and Syracuse	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Port Jervis and Monticello	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Poughkeepsie, Hartford and Boston	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Rhinbeck and Connecticut	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Rhineclack and Saratoga	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Rensselaer and State Line	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Rochester and State Line	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Rome and Clinton	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Rome, Watertown and Ogdensburg	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Schoharie Valley	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Silver Lake	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Skaneateles	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Southern Central	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Southern of Long Island	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Southfield Branch	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Staten Island	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Sterling Mountain	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Syracuse, Binghamton and New York	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Syracuse, Chenango and New York	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Syracuse, Geneva and Corning	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Troy and Boston	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Uster and Delaware	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Utica and Black River	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Utica, Chenango and Susquehanna Valley	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Utica, Clinton and Binghamton	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Utica, Ithaca and Elmira	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Valley	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Wallkill Valley	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34
Warwick Valley	290,332 39	94,138 97	16,134 17 34	41,139 34	41,139 34

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR INTEREST.			
	1874.	1875.	1876.	1877.
Albany and Sasquehanna.....	\$306,200 00	\$306,200 00	\$309,075 00	\$423,150 00
Atlantic and Great Western.....	745,002 35			2,660 00
Bath and Hammondsport.....			2,076 86	485,158 98
Boston and Albany.....	341,554 18	435,797 71	490,955 76	1,505 00
Brooklyn, Bath and Coney Island.....				16,290 33
Brooklyn, Flatbush and Coney Island.....				54 86
Brooklyn and Rockaway Beach.....				13,155 75
Buffalo Creek.....			26,558 01	2,807 09
Buffalo and Jamestown.....			257,411 37	8,800 24
Buffalo and Southwestern.....	189,832 74	240,455 46	257,411 37	280,011 89
Buffalo, New York and Philadelphia.....			257,411 37	13,351 59
Cazenovia, Canastota and De Ruyter.....			889 19	9,913 29
Chechemung.....				35,000 00
Coopersdown and Susquehanna Valley.....	8,131 09	7,963 65	8,849 54	23,400 00
Corning, Cownesque and Antrim.....			35,000 00	56,659 17
Dunkirk, Allegheny Valley and Pittsburgh.....				55,285 00
Elmira, Jefferson and Canandaigua.....				3,753 98
Elmira State Line.....				
Elmira and Williamsport.....			4,354,600 94	5,206,118 36
Erie.....	2,965,612 64	4,492,678 94	232,894 67	
Flushing, North Shore and Central.....	231,856 37	240,400 00	232,894 67	23,574 59
Fonda, Johnstown and Gloversville.....	21,765 19	23,718 10	24,794 07	33,006 92
Geneva, Ithaca and Sayre.....				25,449 01
Goshen and Deckerstown.....		10,750 00		54,841 90
Greene.....	11,900 00	11,900 00	11,900 00	14,000 00
Greenwich and Johnsonville.....	12,061 35	11,557 82	10,232 59	8,580 75
Harlem Extension.....				
Lake Champlain and Moriah.....	7,455 18	2,543,042 66	6,057 95	3,336 85
Lake Shore and Michigan Southern.....	2,590,210 00	2,470,730 00	2,470,730 00	2,762,470 00
Long Island.....	119,789 18	106,900 00	61,413 11	196,606 41
Middleburgh and Schoharie.....	1,130 00	1,190 00	1,190 00	1,260 00
Middletown and Crawford.....		786 56	2,653 50	5,638 50
Middletown, Unionville and Water Gap.....		25,651 57		
Montgomery and Erie.....		11,987 50		
New Jersey and New York.....			92,778 49	1,276 11
New York, Bay Ridge and Jamaica.....				4,974 12
New York and Canada.....			197,071 20	247,369 20
New York Central and Hudson River.....	1,884,363 95	2,728,118 94	2,731,629 13	2,744,004 59
New York Cleveland.....				96,995 50
New York, Lake Erie and Western.....				4,292,288 87
New York and Manhattan Beach.....				29,538 00
New York and Manhattan Beach.....				5,869 62



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New York, New Haven and Hartford.....	173,103 00	189,400 00	130,000 00	180,000 00
New York, Westchester and Putnam.....	4,213 30	3,560 00	70,391 08	82,300 00
Ogdensburg and Lake Champlain.....	10,721 06	170 46	1,010 84	1,037 10
Oswego and Syracuse.....	2 71	8,680 00	20,400 35	23,303 00
Port Jervis and Monticello.....	.....	.....	.....	809 97
Poughkeepsie and Dutchess.....	.....	.....	943 18	333 03
Rensselaer and Saratoga.....	.....	.....	134,760 00	151,577 00
Rhinebeck and Connecticut.....	.....	.....	23,070 23	460 04
Rochester and State Line.....	.....	.....	.....	7,080 91
Rome and Clinton.....	.....	.....	2,418 50	1,600 00
Rome, Watertown and Ogdensburg.....	197,831 16	3,957 00	554,700 80	417,306 33
Schoharie Valley.....	24,690 00	2,415 00	2,415 00	2,210 00
Silver Lake.....	.....	.....	1,073 33	831 07
Skaneateles.....	.....	.....	1,367 75	4,000 23
Southern Central.....	86,771 22	114,491 45	116,265 65	126,02 53
Southern of Long Island.....	145,977 64	169,029 74	21,000 00	23,092 74
Staten Island.....	21,000 00	21,000 00	4,568 27	3,290 00
Storling Mountain.....	1,470 00	1,470 00	141,400 00	141,400 00
Syracuse, Binghamton and New York.....	125,673 83	116,900 00	318 57	799 03
Syracuse, Chenango and New York.....	.....	.....	.....	35,000 00
Syracuse, Geneva and Corning.....	.....	.....	.....	.....
Troy and Bennington.....	.....	.....	.....	.....
Troy and Boston.....	6,982 50	177,551 19	180,980 07	206,572 64
Ulster and Delaware.....	176,242 30	3,475 11	6,897 59	8,592 28
Utica and Black River.....	76,475 00	77,490 00	77,840 00	146,704 04
Utica, Clinton and Binghamton.....	.....	66,000 00	56,000 00	56,000 00
Utica, Ithaca and Elmira.....	.....	47,467 42	.....	.....
Valley.....	.....	.....	.....	60,000 00
Walkill Valley.....	.....	.....	839 46	16,601 56
Warwick Valley.....	4,200 00	.....	4,200 00	4,300 00
Waverly and State Line.....	600 00	.....	.....	.....



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR DIVIDENDS.				
	1874.	1875.	1876.	1877.	1878.
Albany and Susquehanna.....			\$211,000 00	\$245,000 00	\$245,000 00
Boston and Albany.....	\$1,965,410 00	\$2,000,000 00	1,800,000 00	1,690,000 00	1,690,000 00
Cayuga and Susquehanna.....	53,019 90	53,019 90	54,600 00	53,019 90	54,600 00
Chemung.....					22,800 00
Corning, Cowanesque and Antrim.....		124,250 00	133,000 00	63,600 00	119,000 00
Elmira, Jefferson and Canandaigua.....					25,000 00
Elmira State Line.....					2,044 00
Elmira and Williamsport.....					19,038 45
Greene.....					12,000 00
Lake Champlain and Moriah.....	12,000 00	12,000 00	12,000 00	12,000 00	12,000 00
Lake Champlain and Michigan Southern.....	30,000 00	30,000 00	30,000 00	30,000 00	34,000 00
Lake Shore.....	1,651,011 25	1,651,011 25	2,033,010 00	618,331 25	1,483,935 00
Marine.....	53,350 00				2,000 00
Montgomery and Erie.....		5,950 00			
New York Central and Hudson River.....	7,136,884 60	9,920,819 95	7,139,625 00	7,140,639 48	8,033,868 00
New York, Lake Erie and Western.....					132,312 00
New York and Manhattan Beach.....					38,000 00
New York, New Haven and Hartford.....	1,550,000 00	1,550,000 00	1,550,000 00	1,550,000 00	1,550,000 00
Ogdensburg and Lake Champlain.....					150,000 00
Oswego and Syracuse.....	118,836 00	118,836 00	118,836 00	118,836 00	118,836 00
Rensselaer and Saratoga.....			539,431 00	346,504 00	600,078 00
Rome, Watertown and Ogdensburg.....		201,574 00			24,000 00
Staten Island.....	230,300 50	35,000 00	28,000 00		
Syracuse, Binghamton and New York.....	49,000 00	60,120 00	80,160 00		
Troy and Bennington.....	60,120 00	6,108 00			
Troy and Boston.....					88,981 00
Utica and Black River.....	63,251 00	64,100 00	63,321 00	64,951 00	
Utica, Chenango and Susquehanna Valley.....	106,122 00	106,149 00	106,248 00	106,248 00	70,832 00
Utica, Clinton and Binghamton.....	257,622 65	240,000 00	240,000 00	240,000 00	240,000 00
Valley.....	60,000 00	60,000 00	60,000 00	60,000 00	16,000 00
Warwick Valley.....	15,750 00	15,750 00	15,750 00	14,625 00	15,750 00







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# STREET OR HORSE RAILROADS.

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## TABLES OF COMPARATIVE STATEMENTS

For Five Consecutive Years:

1874, 1875, 1876, 1877, 1878.

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## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF CAPITAL STOCK PAID IN.				
	1874.	1875.	1876.	1877.	1878.
Albany .....	\$200,000 00	\$200,000 00	\$200,000 00	\$200,000 00	\$200,000 00
Amsterdam Street .....	12,100 00	15,000 00	15,000 00	15,000 00	15,000 00
Astoria and Hunter's Point .....	655,000 00	650,200 00	650,200 00	650,200 00	650,200 00
Atlantic Avenue .....	7,157 50	7,157 50	7,157 50	7,157 50	7,157 50
Auburn and Owasco Lake .....	5,600 00	5,600 00	5,600 00	5,600 00	5,600 00
Babylon .....	900,000 00	900,000 00	900,000 00	900,000 00	900,000 00
Bleecker Street and Fulton Ferry .....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Broadway (Brooklyn) .....	2,100,000 00	2,100,000 00	2,100,000 00	2,100,000 00	2,100,000 00
Broadway and Seventh Avenue .....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Brooklyn City .....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Brooklyn City and Newtown .....	335,000 00	335,000 00	335,000 00	335,000 00	335,000 00
Brooklyn and Coney Island .....	18,900 00	18,900 00	18,900 00	18,900 00	18,900 00
Brooklyn Crosstown .....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Brooklyn, Winfield and Newtown .....	302,000 00	302,000 00	302,000 00	302,000 00	302,000 00
Buffalo East Side .....	21,130 00	21,130 00	21,130 00	21,130 00	21,130 00
Buffalo Street .....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Bushwick .....	1,675,700 00	1,683,900 00	1,683,900 00	1,683,900 00	1,683,900 00
Central City .....	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Central Crosstown .....	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Central Park, North and East River .....	35,100 00	35,100 00	35,100 00	35,100 00	35,100 00
Chambers Street .....	21,510 00	21,510 00	21,510 00	21,510 00	21,510 00
Christopher and Tenth Street .....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
City of Poughkeepsie .....	42,600 00	42,600 00	42,600 00	42,600 00	42,600 00
Coney Island and Brooklyn .....	29,335 00	29,335 00	29,335 00	29,335 00	29,335 00
Dry Dock, East Broadway and Battery .....	748,000 00	748,000 00	748,000 00	748,000 00	748,000 00
Dunkirk and Fredonia .....	10,550 00	10,550 00	10,550 00	10,550 00	10,550 00
East Genesee Street and Seward Avenue .....	14,275 00	14,275 00	14,275 00	14,275 00	14,275 00
Eighth Avenue .....	42,500 00	42,500 00	42,500 00	42,500 00	42,500 00
Elmira and Horseheads .....	13,690 00	13,690 00	13,690 00	13,690 00	13,690 00
Fifth Ward .....	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Forty-second Street and Grand Street Ferry .....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Fonda and Fultonville .....	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00
Forty-second Street Crosstown .....	14,200 00	14,200 00	14,200 00	14,200 00	14,200 00
Frankfort and Ilion .....	42,500 00	42,500 00	42,500 00	42,500 00	42,500 00
Frankfort and Water Street .....	42,500 00	42,500 00	42,500 00	42,500 00	42,500 00
Genesee and Kingsboro .....	13,690 00	13,690 00	13,690 00	13,690 00	13,690 00
Gloversville and Watertown .....	170,000 00	170,000 00	170,000 00	170,000 00	170,000 00
Grand Street and Newtown .....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Grand Street, Prospect Park and Flatbush .....	900 00	900 00	900 00	900 00	900 00
Greenpoint, Prospect Park and Greenwood .....	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00
Harlem Bridge, Morrisania and Fordham .....	269,100 00	269,100 00	269,100 00	269,100 00	269,100 00

## RAILROAD REPORT.

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Rockland and Mohawk	17,000 00	17,000 00	17,000 00	17,000 00
Hudson, West Street and Poughkeepsie Ferry	250,750 00	250,750 00	250,750 00	250,750 00
Alton	100,000 00	100,000 00	100,000 00	100,000 00
Janetia, Woodhull and Brooklyn	1,000 00	1,000 00	1,000 00	1,000 00
Jerome Park Branch	25,457 00	25,457 00	25,457 00	25,457 00
Johnstown, Glensville and Kingsboro	75,000 00	75,000 00	75,000 00	75,000 00
Kingston and Glensville	50,000 00	50,000 00	50,000 00	50,000 00
Long Island City and Calvary Cemetery	15,000 00	15,000 00	15,000 00	15,000 00
Long Island City Shore	8,000 00	8,000 00	8,000 00	8,000 00
Mohawk and Ilion	300,000 00	300,000 00	300,000 00	300,000 00
New Brighton and Onondaga Valley	797,320 00	797,320 00	797,320 00	797,320 00
New Williamsburgh and Flatbush	134,600 00	134,600 00	134,600 00	134,600 00
New York, Brooklyn and Sea Beach	150,000 00	150,000 00	150,000 00	150,000 00
Ninth Avenue	105,000 00	105,000 00	105,000 00	105,000 00
North Second Street and Middle Village	1,999,500 00	1,999,500 00	1,999,500 00	1,999,500 00
One Hundred and Twenty-fifth Street	750,000 00	750,000 00	750,000 00	750,000 00
Prospect Park and Coney Island	500,000 00	500,000 00	500,000 00	500,000 00
Prospect Park and Flatbush	105,000 00	105,000 00	105,000 00	105,000 00
Rochester City and Brighton	1,999,500 00	1,999,500 00	1,999,500 00	1,999,500 00
Rochester and Roadquoit	750,000 00	750,000 00	750,000 00	750,000 00
Second Avenue	150,000 00	150,000 00	150,000 00	150,000 00
Sixth Avenue	31,000 00	31,000 00	31,000 00	31,000 00
South Brooklyn Central	25,000 00	25,000 00	25,000 00	25,000 00
South Ferry	37,000 00	37,000 00	37,000 00	37,000 00
Staten Island Shore	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Syracuse and Geddes	44,700 00	44,700 00	44,700 00	44,700 00
Syracuse and Onondaga	50,000 00	50,000 00	50,000 00	50,000 00
Third Avenue	250,000 00	250,000 00	250,000 00	250,000 00
Troy and Albany	600,000 00	600,000 00	600,000 00	600,000 00
Troy and Colloes	75,000 00	75,000 00	75,000 00	75,000 00
Troy and Lansingburgh	9,390 00	9,390 00	9,390 00	9,390 00
Twenty-third Street	240,000 00	240,000 00	240,000 00	240,000 00
Utica and Mohawk Street	1,575 00	1,575 00	1,575 00	1,575 00
Van Brunt Street and Erie Basin	17,000 00	17,000 00	17,000 00	17,000 00
Washington Street and State Asylum	30,000 00	30,000 00	30,000 00	30,000 00
Watervliet Turnpike and Railroad	240,000 00	240,000 00	240,000 00	240,000 00
West End and Glenwood	1,575 00	1,575 00	1,575 00	1,575 00

• Not reported.



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FUNDED DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$60,000 00	\$79,500 00	\$79,500 00	\$79,500 00	\$79,500 00
Amsterdam Street.....	.....	168 16	168 16	168 16	168 16
Astoria and Hunter's Point.....	.....	.....	.....	21,750 00	25,000 00
Atlantic Avenue.....	462,800 00	400,000 00	484,000 00	472,000 00	443,750 00
Bleecker Street and Fulton Ferry.....	694,000 00	697,000 00	703,000 00	700,000 00	700,000 00
Broadway (Brooklyn).....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Broadway and Seventh Avenue.....	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
Brooklyn City.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Brooklyn City and Newtown.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Brooklyn Cross-town.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Brooklyn, Winfield and Newtown.....	.....	.....	125,000 00	125,000 00	426,000 00
Buffalo East Side.....	.....	.....	265,000 00	288,000 00	295,000 00
Buffalo Street.....	431,004 40	563,889 10	588,274 40	563,159 40	575,944 40
Bushwick.....	102,000 00	200,000 00	200,000 00	300,000 00	300,000 00
Central City.....	6,000 00	5,000 00	6,000 00	6,000 00	6,000 00
Central Cross-town.....	240,000 00	240,000 00	240,000 00	240,000 00	240,000 00
Central Park, North and East River.....	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
City of Poughkeepsie.....	.....	.....	.....	.....	16,000 00
Coney Island and Brooklyn.....	307,000 00	307,000 00	307,000 00	303,000 00	289,000 00
Dry Dock, East Broadway and Battery.....	915,000 00	1,095,000 00	915,000 00	915,000 00	915,000 00
East Genesee Street and Seward Avenue.....	9,600 00	12,000 00	12,000 00	12,000 00	15,000 00
Eighth Avenue.....	303,000 00	203,000 00	203,000 00	203,000 00	203,000 00
Elmira and Horseheads.....	18,000 00	18,000 00	18,000 00	18,000 00	18,000 00
Fifth Ward.....	10,000 00	10,000 00	20,810 00	22,510 00	22,510 00
Forty-second Street and Grand Street Ferry.....	236,000 00	236,000 00	236,000 00	236,000 00	236,000 00
Genesee and Water Street.....	19,100 00	30,000 00	30,000 00	30,000 00	30,000 00
Grand Street and Newtown.....	90,000 00	90,000 00	150,000 00	150,000 00	150,000 00
Grand Street, Prospect Park and Flatbush.....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Harlem Bridge, Morrisania and Fordham.....	133,000 00	146,000 00	146,000 00	146,000 00	146,000 00
Herkimer and Mohawk.....	.....	1,740 53	.....	1,861 47	1,861 57
Houston, West Street and Paysonia Ferry.....	478,000 00	478,500 00	478,500 00	478,500 00	478,500 00
Johans-ton, Gloversville and Kingsboro.....	.....	4,500 00	5,000 00	5,000 00	5,000 00
Kings-ton and Rondout.....	.....	.....	.....	.....	15,000 00
Long Island City and Calvary Cemetery.....	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Long Island City Shore.....	.....	90,000 00	135,000 00	135,000 00	135,000 00
New Brighton and Onondaga Valley.....	.....	2,000 00	2,000 00	4,500 00	4,500 00
New Williamsburgh and Flatbush.....	.....	.....	.....	.....	200,000 00
Ninth Avenue.....	207,000 00	207,000 00	207,000 00	207,000 00	207,000 00
North Second Street and Middle Village.....	25,000 00	125,000 00	125,000 00	125,000 00	125,000 00
Prospect Park and Coney Island.....	.....	600,000 00	500,000 00	500,000 00	500,000 00
Rockester City and Brighton.....	100,000 00	135,000 00	135,000 00	175,000 00	175,000 00

## RAILROAD REPORT.

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Second Avenue .....	1,317,000 00	1,319,000 00	1,332,000 00	1,322,000 00
Sixth Avenue .....	417,000 00	416,000 00	416,000 00	416,000 00
South Brooklyn Central .....	137,000 00	137,000 00	137,000 00	137,000 00
South Ferry .....	25,000 00	25,000 00	25,000 00	25,000 00
Syracuse and Geddes .....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Troy and Albany .....	34,000 00	34,375 00	35,100 00	35,100 00
Troy and Loudingburgh .....	101,000 00	102,000 00	123,000 00	123,000 00
Twenty-third Street .....	250,000 00	250,000 00	250,000 00	250,000 00
Van Brunt Street and Erie Basin .....	15,000 00	15,000 00	15,000 00	15,000 00
Watervliet Turnpike and Railroad .....	123,000 00	123,000 00	135,000 00	135,000 00



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	AMOUNT OF FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	.....	.....	.....	.....	\$4,377 64
Adoria and Hunter's Point.....	.....	.....	.....	.....	901 43
Adrian Avenue.....	.....	.....	.....	.....	.....
Adrian and Owasco Lake.....	\$48,404 40	\$80,106 70	\$30,883 21	.....	24,442 26
Babylon.....	14,488 83	19,843 68	23,000 00	\$23,600 00	2,972 61
Bleecker Street and Fulton Ferry.....	.....	1,674 10	2,399 21	2,794 51	.....
Broadway (Brooklyn).....	.....	49,107 18	67,452 81	41,809 88	128,340 69
Broadway and Seventh Avenue.....	61,540 19	40,650 14	315,103 96	33,308 13	242,161 00
Brooklyn City.....	47,631 47	296,159 48	49,710 92	250,000 00	75,000 00
Brooklyn City and Newtown.....	230,000 00	70,000 00	101,545 38	107,939 91	137,498 36
Brooklyn City and Newtown.....	52,000 00	55,710 23	6,066 00	16,874 00	4,353 00
Brooklyn City and Newtown.....	2,300 00	.....	.....	.....	5,000 00
Brooklyn, Windfield and Newtown.....	.....	140,838 77	138,971 42	102,931 34	89,455 25
Buffalo East Side.....	139,323 15	114,458 81	71,118 82	56,473 71	33,748 09
Buffalo Street.....	147,403 14	1,580 26	85,246 01	837 21	42,781 18
Bushwick.....	2,065 03	30,519 39	10,815 30	13,364 13	3,635 31
Central Cross-town.....	.....	10,759 41	3,755 42	5,279 57	6,156 37
Central Park, North and East River.....	4,111 42	1,507 62	2,614 43	27,651 43	55,650 72
Christopher and Tenth Street.....	.....	37,070 28	34,029 90	19,263 86	2,108 33
Coney Island and Brooklyn.....	87,845 12	.....	20,000 00	.....	.....
Dry Dock, East Broadway and Battery.....	.....	2,245 00	5,500 00	9,000 00	10,291 92
East Genesee Street and Seward Avenue.....	.....	105,250 00	100,250 00	95,250 00	75,250 00
Eighth Avenue.....	95,000 00	1,118 63	.....	4,621 33	7,383 43
Elmira and Horseheads.....	.....	5,109 18	.....	.....	.....
Fifth Ward.....	1,100 00	.....	.....	.....	.....
Forty-second Street and Grand Street Ferry.....	.....	49,021 73	54,780 96	209 44	94 44
Frankfort and Ligon.....	51,111 46	3,856 17	1,332 10	61,439 22	50,647 18
Genesee and Water Street.....	5,183 00	.....	.....	591 81	2,002 00
Gloversville and Kingsboro.....	.....	5,878 86	7,027 97	7,024 43	7,115 94
Grand Street and Newtown.....	19,492 19	6,109 00	1,150 00	13,523 92	6,723 00
Grand Street, Prospect Park and Flatbush.....	90,481 88	190,437 02	131,800 69	143,502 66	159,015 90
Herkimer and Mohawk.....	683 11	1,740 63	1,881 87	.....	.....
Houston, West Street and Payonia Ferry.....	.....	5,005 99	2,360 89	25,000 00	24,000 00
Johnstown, Gloversville and Kingsboro.....	12,517 35	5,000 00	5,600 00	.....	.....
Kingsboro and Rondout.....	6,000 00	1,000 00	.....	2,130 05	2,330 61
Long Island City and Calvary Cemetery.....	500 00	11,080 30	15,124 09	14,931 87	12,601 87
Long Island City Shore.....	.....	.....	.....	.....	.....
Mohawk and Ligon.....	4,800 00	.....	.....	.....	.....
New Brighton and Onondaga Valley.....	.....	14,100 35	13,735 67	.....	.....
New Williamsburgh and Flatbush.....	9,297 70	20,663 07	.....	.....	.....
Ninth Avenue.....	19,708 30	.....	.....	.....	.....

North Second Street and Middle Village .....	65,001 03	3,345 17	81,000 00	37,001 01	40,350 44
Fresquet Park and Conay Island .....	25,000 00	133 34	22,405 16	43,004 18	30,320 78
Rochester City and Brighton .....	74,404 50	92,435 34	23,500 00	9,000 00	13,500 00
Second Avenue .....	780,000 00	45,000 00	235,000 00	30,000 00	371,000 00
Sixth Avenue .....	.....	830,000 00	830,000 00	725,000 00	650,000 00
South Brooklyn Central .....	.....	.....	.....	.....	.....
South Ferry .....	.....	.....	.....	.....	.....
Syracuse and Onondaga .....	30,000 00	25,000 00	1,000 00	.....	13,918 63
Third Avenue .....	2,040 00	.....	5,000 00	4,000 00	6,049 57
Troy and Albany .....	.....	1,407 90	.....	.....	4,000 00
Troy and Lansingburgh .....	111,089 86	100,555 62	1,000 00	.....	.....
Twenty-third Street .....	31,300 38	251,912 75	55,450 00	32,552 00	.....
Utica and Mohawk Street .....	.....	.....	30,312 75	194,000 00	25,140 00
Van Brunt Street and Erie Basin .....	.....	.....	1,250 00	1,700 00	56,004 50
Washington Street and State Asylum .....	.....	.....	.....	2,912 87	2,200 00
.....	.....	.....	.....	200 00	718 00

## [COMPARATIVE STATEMENT FOR FIVE YEARS.]

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany .....	\$80,000 00	\$78,500 00	\$79,500 00	\$78,000 00	\$82,377 64
Amsterdam Street .....	108 16	108 16	108 16	168 16	168 16
Ashtoria and Hunter's Point .....	511,204 40	510,106 70	514,888 31	21,750 00	25,901 53
Atlantic Avenue .....	14,408 83	13,343 58	23,000 00	472,000 00	413,720 00
Auburn and Owasco Lake .....	745,510 12	1,574 10	2,320 21	23,500 00	24,442 26
Babylon .....	247,551 47	746,107 13	770,452 84	744,809 88	2,972 61
Bleecker Street and Fulton Ferry .....	1,730,000 00	240,659 14	233,103 95	233,308 13	700,000 00
Broadway (Brooklyn) .....	370,000 00	1,786,159 28	1,815,041 18	1,750,121 74	328,840 69
Broadway and Seventh Avenue .....	462,000 00	370,000 00	349,710 52	350,000 00	1,742,151 90
Brooklyn City .....	302,300 00	302,336 00	504,545 33	507,039 91	375,000 00
Brooklyn City and Newtown .....	139,323 15	378,898 77	303,065 00	316,574 00	537,498 36
Brooklyn, Winfield and Newtown .....	578,407 54	678,317 91	330,971 42	360,931 34	490,353 00
Buffalo East Side Street .....	104,065 63	204,580 26	662,388 22	619,032 11	384,456 25
Buffalo Street .....	6,000 00	6,000 00	285,246 01	300,337 21	60,792 49
Bushwick .....	240,000 00	200,539 39	6,000 00	6,000 00	342,781 18
Central City .....	1,204,111 42	1,210,750 41	1,205,753 42	27,651 43	6,000 00
Central Cross-town .....	344,845 12	241,070 28	341,929 90	322,252 86	243,535 31
Christopher and Tenth Street .....	915,500 00	1,005,000 00	935,000 00	915,000 00	1,219,156 87
City of Poughkeepsie .....	15,254 82	14,245 00	17,500 00	21,000 00	56,850 72
Coney Island and Brooklyn .....	298,000 00	308,250 00	293,250 00	298,250 00	16,000 00
Dry Dock, East Broadway and Battery .....	18,000 00	19,118 65	18,000 00	22,021 83	278,250 00
East Genesee Street and Seward Avenue .....	11,100 00	15,169 18	20,840 00	22,510 00	25,396 48
Eighth Avenue .....	297,111 46	255,021 73	290,780 96	297,489 22	22,510 00
Elmira and Horseheads .....	18,100 00	3,335 17	1,332 10	591 81	94 44
Fifth Ward .....	19,100 00	20,000 00	20,000 00	20,000 00	286,547 42
Forty-second Street Cross-town .....	169,492 19	96,100 00	5,376 85	7,024 43	632 40
Forty-second Street and Grand Street Ferry .....	200,811 88	330,437 02	151,150 00	103,239 92	22,000 00
Genesee and Water Street .....	133,000 00	146,000 00	331,809 69	348,402 68	159,253 00
Glensville and Kingsboro .....	853 11	3,451 16	146,000 00	146,000 00	359,015 80
Grand Street and Newtown .....	478,500 00	478,500 00	1,861 87	1,861 87	146,000 00
Grand Street, Prospect Park and Flatbush .....	12,517 35	10,405 99	478,500 00	503,500 00	1,861 87
Hackensack, Morrisania and Fordham .....	59,500 00	50,100 00	7,399 89	3,000 00	502,500 00
Hicksville and Newark .....	59,500 00	50,100 00	50,000 00	50,000 00	50,000 00
Honolulan, Gloucester and Kingsboro .....	59,500 00	50,100 00	50,000 00	50,000 00	17,330 61
Kingston and Rondout .....	59,500 00	50,100 00	50,000 00	50,000 00	50,000 00
Long Island City and Calvary Cemetery .....	101,000 30	101,000 30	150,134 00	149,331 87	147,601 87
Long Island City Shore .....					

Mohawk and Otsego	4,800 00	5,000 00	5,000 00	5,100 00
New York and Ontario	9,370 70	14,100 33	13,735 67	216,029 48
New York and Onondaga Valley	250,708 40	927,668 07	929,560 00	230,700 00
North Avenue	91,067 32	137,343 17	135,000 00	160,450 04
North Second Street and Coney Island	128,000 00	500,032 34	523,405 16	530,223 73
Prospect Park and Coney Island	1,301,464 29	170,450 00	151,500 00	178,500 00
Rochester City and Brighton	1,185,000 00	1,354,000 00	1,535,000 00	1,653,000 00
Second Avenue	1,185,000 00	1,345,000 00	1,245,000 00	1,653,000 00
Sixth Avenue	25,000 00	155,500 00	161,000 00	158,315 69
South Brooklyn Central	25,000 00	25,000 00	25,000 00	106,040 57
South Ferry	6,000 00	5,000 00	5,000 00	25,000 00
Syracuse and Geddes	2,030,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Syracuse and Onondaga	36,940 00	35,812 50	35,275 00	35,100 00
Third Avenue	211,669 36	992,665 62	180,450 00	150,100 00
Troy and Lansingburgh	281,300 55	279,912 75	298,312 75	443,629 59
Union and Albany	15,000 00	15,000 00	1,250 00	1,700 00
Union and Manhattan	15,000 00	15,000 00	15,000 00	14,912 87
Washington Street and Erie Basin	122,000 00	122,000 00	122,000 00	14,228 43
Washington Street and State Asylum	122,000 00	122,000 00	122,000 00	1718 00
Watervliet Turnpike and Railroad	122,000 00	122,000 00	122,000 00	129,500 00



## [COMPARATIVE STATEMENT FOR FIVE YEARS.]

NAME OF ROAD.	TOTAL AMOUNT OF FUNDED AND FLOATING DEBT.				
	1874.	1875.	1876.	1877.	1878.
Albany .....	\$80,000 00	\$79,500 00	\$79,500 00	\$78,000 00	\$82,377 64
Amsterdam Street .....	168 16	168 16	168 16	168 16	168 16
Asstoria and Hunter's Point .....	25,901 53	25,901 53	25,901 53	21,750 00	25,901 53
Atlantic Avenue .....	443,720 00	443,720 00	443,720 00	472,000 00	443,720 00
Auburn and Owasco Lake .....	24,442 26	24,442 26	24,442 26	23,500 00	24,442 26
Babylon .....	9,972 61	9,972 61	9,972 61	9,724 51	9,972 61
Bleecker Street and Fulton Ferry .....	700,000 00	700,000 00	700,000 00	744,809 88	700,000 00
Broadway (Brooklyn) .....	328,340 69	328,340 69	328,340 69	323,308 13	328,340 69
Broadway and Seventh Avenue .....	1,742,151 90	1,742,151 90	1,742,151 90	1,750,121 74	1,742,151 90
Brooklyn City .....	375,000 00	375,000 00	375,000 00	350,000 00	375,000 00
Brooklyn City and Newtown .....	537,498 36	537,498 36	537,498 36	507,039 91	537,498 36
Brooklyn Cross-town .....	490,323 00	490,323 00	490,323 00	316,874 00	490,323 00
Brooklyn, Winfield and Newtown .....	130,000 00	130,000 00	130,000 00	125,000 00	130,000 00
Buffalo East Side Street .....	384,455 25	384,455 25	384,455 25	380,931 34	384,455 25
Buffalo Street .....	609,792 49	609,792 49	609,792 49	619,032 11	609,792 49
Bushwick .....	342,781 18	342,781 18	342,781 18	300,937 21	342,781 18
Central City .....	6,000 00	6,000 00	6,000 00	6,000 00	6,000 00
Central Cross-town .....	243,535 31	243,535 31	243,535 31	253,354 13	243,535 31
Central Park, North and East River .....	1,219,166 87	1,219,166 87	1,219,166 87	1,205,270 57	1,219,166 87
Christopher and Tenth Street .....	56,850 72	56,850 72	56,850 72	27,651 43	56,850 72
City of Poughkeepsie .....	16,000 00	16,000 00	16,000 00	322,292 86	16,000 00
Coney Island and Brooklyn .....	291,108 83	291,108 83	291,108 83	291,108 83	291,108 83
Dry Dock, East Broadway and Battery .....	915,000 00	915,000 00	915,000 00	915,000 00	915,000 00
East Genesee Street and Seward Avenue .....	22,394 92	22,394 92	22,394 92	22,394 92	22,394 92
Eighth Avenue .....	278,250 00	278,250 00	278,250 00	298,250 00	278,250 00
Elmira and Horseheads .....	25,388 48	25,388 48	25,388 48	22,621 83	25,388 48
Fifth Ward .....	22,510 00	22,510 00	22,510 00	22,510 00	22,510 00
Forty-second Street Cross-town .....	94 44	94 44	94 44	209 44	94 44
Forty-second Street and Grand Street Ferry .....	286,647 18	286,647 18	286,647 18	297,439 82	286,647 18
Frankfort and Union .....	5,591 81	5,591 81	5,591 81	5,591 81	5,591 81
Genesee and Water Street .....	22,000 00	22,000 00	22,000 00	20,000 00	22,000 00
Geneseeville and Kingsboro .....	7,115 94	7,115 94	7,115 94	7,115 94	7,115 94
Grand Street and Newtown .....	159,253 00	159,253 00	159,253 00	163,253 82	159,253 00
Grand Street, Prospect Park and Flatbush .....	343,692 68	343,692 68	343,692 68	343,692 68	343,692 68
Herkimer Bridge, Morrisania and Fordham .....	146,000 00	146,000 00	146,000 00	146,000 00	146,000 00
Herkimer and Newark .....	1,881 87	1,881 87	1,881 87	1,881 87	1,881 87
Hoboken, West Side .....	502,500 00	502,500 00	502,500 00	502,500 00	502,500 00
Johnston and Rondout .....	17,130 61	17,130 61	17,130 61	17,130 61	17,130 61
Kingston and Kingston and Kingsborough .....	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Long Island City and Calvary Cemetery .....	147,891 87	147,891 87	147,891 87	147,891 87	147,891 87
Long Island City Shore .....	140,931 87	140,931 87	140,931 87	140,931 87	140,931 87

Mohawk and Hlon.....	4,800 00	2,000 00	9,000 00	6,300 00	5,100 00
New Brighton and Onondaga Valley.....	2,000 00	1,000 00	13,755 67	232,334 48	216,629 18
New Williamburgh and Flatbush.....	200,700 00	200,700 00	200,700 00	230,400 00	230,700 00
North Avenue Street and Middle Village.....	91,867 32	207,043 07	229,530 00	124,001 61	169,491 84
North St. and Conny Island.....	128,000 00	500,032 24	522,405 16	543,904 18	520,220 78
Prospect Park and Brighton.....	1,391,464 20	170,450 00	151,500 00	184,500 00	184,500 00
Rochester City and Brighton.....	1,195,000 00	1,364,000 00	1,555,000 00	1,647,000 00	1,663,000 00
Second Avenue.....	25,000 00	1,245,000 00	1,245,000 00	1,141,000 00	963,000 00
Sixth Avenue.....	25,000 00	132,500 00	161,000 00	160,000 00	138,918 63
South Brooklyn Central.....	6,000 00	25,000 00	25,000 00	25,000 00	106,040 87
South Ferry.....	2,030,000 00	6,000 00	5,000 00	4,000 00	25,000 00
Syracuse and Geddes.....	2,030,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Syracuse and Onondaga.....	36,940 00	35,842 80	35,275 00	35,100 00	35,100 00
Third Avenue.....	211,669 85	202,565 82	180,450 00	183,260 00	150,140 00
Troy and Albion.....	281,360 85	279,912 75	288,312 75	420,605 00	443,659 59
Troy and Lansingburgh.....	15,000 00	15,000 00	1,250 00	1,700 00	1,700 00
Twenty-third Street.....	15,000 00	15,000 00	15,000 00	14,912 87	14,228 43
Utica and Mohawk Street.....	122,000 00	122,000 00	122,000 00	133,000 00	129,500 00
Van Brunt Street and Erie Basin.....	122,000 00	122,000 00	122,000 00	122,000 00	122,000 00
Washington Street and Erie Asylum.....	122,000 00	122,000 00	122,000 00	122,000 00	122,000 00
Watervliet Turnpike and Railroad.....	122,000 00	122,000 00	122,000 00	122,000 00	122,000 00

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL COST OF ROAD AND EQUIPMENT.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$301,544 00	\$231,500 00	\$234,443 21	\$232,543 77	\$230,430 17
Amsterdam Street.....	12,100 00	15,108 16	15,108 16	15,108 16	15,108 16
Ascora and Hunter's Point.....	763,470 84	1,291,913 20	1,270,716 50	1,268,800 32	1,260,500 00
Atlantic Avenue.....	17,945 72	20,074 43	20,074 43	20,074 43	20,074 43
Babylon.....	1,801,673 69	1,801,673 69	1,801,673 69	1,801,673 69	1,801,673 69
Bleecker Street and Fulton Ferry.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Broadway (Brooklyn).....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Broadway and Seventh Avenue.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Brooklyn City.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Brooklyn City and Newtown.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Brooklyn Cross-town.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Buffalo East Side.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Buffalo Street.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Bushwick.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Central Cross-town.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Central Park, North and East River.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Christopher and Tenth Street.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
City of Poughkeepsie.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Coney Island and Brooklyn.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Dry Dock, East Broadway and Battery.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Dunkirk and Fredonia.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
East Genesee Street and Seward Avenue.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Eighth Avenue.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Elmira and Horseheads.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Fifth Ward.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Fonda and Fultonville.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Forty-second Street and Grand Street Ferry.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Frankfort and Ilion.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Genesee and Water Street.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Gloversville and Kingsboro.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Grand Street and Newtown.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Grand Street, Prospect Park and Flatbush.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Harlem Bridge, Morrisania and Fordham.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Herkimer and Mohawk.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Houston, West Street and Pavonia Ferry.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Jamaica, Woodhaven and Brooklyn.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Johnson, Gloversville and Kingsboro.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Kings-ton and Rondout.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62
Long Island City and Calvary Cemetery.....	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62	3,000,138 62

## RAILROAD REPORT.

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Long Island City Shore.....	174,972 25	170,460 63	100,484 81	105,499 00	14,700 00
Mohawk and Hudson.....	18,300 00	16,300 00	16,300 00	16,300 00	8,100 00
New Brighton and Flatbush.....	10,715 00	10,715 00	8,100 00	8,100 00	2,610 00
New York and Flatbush.....	8,715 40	8,715 40	8,715 40	8,715 40	2,610 00
North Second Street and Middle Village.....	100,432 17	100,432 17	100,432 17	100,432 17	2,610 00
One Hundred and Twenty-fifth Street.....	200,143 35	200,143 35	200,143 35	200,143 35	2,610 00
Prospect Park and Coney Island.....	1,213,234 62	1,213,234 62	1,213,234 62	1,213,234 62	2,610 00
Rochester City and Brighton.....	2,800,854 08	2,800,854 08	2,800,854 08	2,800,854 08	2,610 00
Second Avenue.....	140,151 03	140,151 03	140,151 03	140,151 03	2,610 00
Sixth Avenue.....	203,030 04	203,030 04	203,030 04	203,030 04	2,610 00
South Brooklyn Central.....	282,761 55	282,761 55	282,761 55	282,761 55	2,610 00
South Ferry.....	31,000 00	31,000 00	31,000 00	31,000 00	2,610 00
Staten Island Shore.....	34,232 15	34,232 15	34,232 15	34,232 15	2,610 00
Syracuse and Geddes.....	51,627 34	51,627 34	51,627 34	51,627 34	2,610 00
Syracuse and Onondaga.....	4,920,884 22	4,920,884 22	4,920,884 22	4,920,884 22	2,610 00
Third Avenue.....	75,352 27	75,352 27	75,352 27	75,352 27	2,610 00
Troy and Albany.....	50,000 00	50,000 00	50,000 00	50,000 00	2,610 00
Troy and Cohoes.....	805,904 94	805,904 94	805,904 94	805,904 94	2,610 00
Troy and Lansingburgh.....	805,904 94	805,904 94	805,904 94	805,904 94	2,610 00
Twenty-third Street.....	327,671 16	327,671 16	327,671 16	327,671 16	2,610 00
Utica, Clinton and Binghamton.....	32,500 00	32,500 00	32,500 00	32,500 00	2,610 00
Utica and Mohawk Street.....	57,000 00	57,000 00	57,000 00	57,000 00	2,610 00
Van Hook and Erie Basin.....	91,594 55	91,594 55	91,594 55	91,594 55	2,610 00
Washington Street and State Asylum.....	342,797 35	342,797 35	342,797 35	342,797 35	2,610 00
Waterlot Turnpike and Railroad.....	1,575 00	1,575 00	1,575 00	1,575 00	2,610 00
West End and Glenwood.....	1,575 00	1,575 00	1,575 00	1,575 00	2,610 00



## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL NUMBER OF PASSENGERS CARRIED.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	1,685,642	1,725,668	1,914,488	1,715,334	1,721,237
Amsterdam Street.....	103,420	102,480	88,710	73,480	74,620
Astoria and Hunter's Point.....	.....	.....	.....	275,000	255,900
Atlantic Avenue.....	5,400,000	5,896,000	6,140,237	5,408,761	5,027,837
Auburn and Owaseo Lake.....	105,204	85,005	95,601	42,024	40,665
Babylon.....	8,473	6,351	6,605	2,533	2,633
Bleecker Street and Fulton Ferry.....	5,122,461	4,859,785	5,087,678	3,895,736	4,233,910
Broadway (Brooklyn).....	4,067,987	4,377,732	4,067,266	.....	18,423,557
Broadway and Seventh Avenue.....	19,065,584	19,708,226	19,915,723	19,438,335	30,000,000
Brooklyn City.....	23,600,000	29,000,000	29,000,000	29,000,000	30,000,000
Brooklyn City and Newtown.....	4,050,000	3,890,500	3,712,830	3,685,186	4,230,180
Brooklyn Cross-town.....	3,714,810	3,712,713	3,577,713	3,678,568	4,230,180
Buffalo East Side.....	684,240	1,165,626	1,474,761	1,132,914	1,195,676
Buffalo Street.....	3,831,345	3,848,477	3,708,237	3,061,203	3,184,621
Bushwick.....	1,497,907	1,493,586	2,680,434	8,818,195	4,355,475
Central City.....	412,377	1,371,944	2,666,127	2,995,833	3,320,280
Central Cross-town.....	14,276,767	1,487,022	3,608,180	2,198,817	2,356,876
Central Park, North and East River.....	14,641,150	13,998,536	13,691,901	13,691,901	13,809,604
Christopher and Tenth Street.....	1,827,645	1,827,645	1,831,263	1,878,238	2,074,323
City of Poughkeepsie.....	.....	.....	.....	.....	150,680
Coney Island and Brooklyn.....	3,501,193	3,690,373	3,407,675	3,457,783	3,596,037
Dry Dock, East Broadway and Battery.....	15,850,345	18,610,846	14,896,232	13,733,438	13,775,800
East Genesee Street and Seward Avenue.....	194,450	18,946,604	15,195,813	83,868	191,503
Eighth Avenue.....	16,100,354	16,280,500	15,731,675	14,732,600	14,280,998
Elmira and Horseheads.....	.....	.....	30,000	183,683	284,000
Fifth Ward.....	295,988	269,740	24,144,312	238,434	200,317
Fonda and Fultonville.....	.....	15,738	1,843	11,269	18,520
Forty-second Street and Grand Street Ferry.....	6,711,762	6,913,667	6,636,145	6,932,352	6,704,154
Frankfort and Lion.....	64,462	38,601	74,219	37,231	31,820
Genesee and Water Street.....	356,635	342,610	323,653	207,216	298,978
Geneesville and Kingsboro.....	.....	.....	.....	.....	.....
Grand Street and Newtown.....	1,704,889	1,815,720	1,756,136	1,610,240	1,701,700
Grand Street, Prospect Park and Flatbush.....	1,567,961	1,623,750	1,456,967	1,530,539	1,671,042
Harlem Bridge, Mottissima and Fordham.....	1,296,700	1,341,694	1,172,536	1,030,247	1,033,763
Herkimer and Mohawk.....	57,581	28,471	66,332	63,234	65,464
Houston, West Street and Ticondoga Ferry.....	1,333,512	3,411,917	3,124,402	3,913,369	3,327,201
Joneston, Woodhaven and Brooklyn.....	191,476	160,391	173,069	138,067	134,460
Johnstown, Gloversville and Kingsboro.....	13,564	188,253	117,132	110,886	126,160
Kingsford and Rondout.....	103,322	191,007	170,611	160,404	134,023
Long Island City and Calvary Cemetery.....	209,000	150,000	200,000	105,000	25,000
Long Island City Shore.....	.....	169,644	372,918	417,818	466,574





## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$5,096 88	\$4,503 34	\$7,323 04	\$7,796 43	\$8,967 43
Amsterdam Street.....	78 00	100 62	114 33	136 83	283 66
Astoria and Hunter's Point.....	16,466 56	17,000 22	17,398 31	990 00	2,300 00
Atlantic Avenue.....	222 78	1,350 75	134 66	11,714 68	6,353 51
Babylon.....	8,216 62	4,502 81	9,828 22	108 03	36 31
Bleecker Street and Fulton Ferry.....	11,204 94	10,687 29	10,012 33	147 00	175 00
Broadway and Seventh Avenue.....	60,777 83	80,683 10	64,351 46	.....	.....
Brooklyn City.....	128,310 31	170,012 94	106,188 89	14,157 83	9,378 07
Brooklyn City and Newtown.....	4,834 10	8,180 92	16,244 21	57,582 24	57,582 24
Brooklyn Cross-town.....	6,340 47	8,600 47	8,949 85	180,519 06	180,519 06
Buffalo East Side.....	1,576 39	3,381 02	3,532 94	14,354 31	14,354 31
Buffalo Street.....	15,137 92	11,816 76	7,243 33	8,995 75	8,995 75
Bushwick.....	588 38	1,085 01	2,383 38	4,011 06	4,011 06
Central City.....	8,313 05	2,542 57	16,379 21	11,174 74	11,174 74
Central Cross-town.....	62,169 83	2,514 05	4,896 21	9,278 83	10,120 71
Central Park, North and East River.....	2,002 33	29,883 04	2,706 34	6,992 79	1,807 62
Christopher and Tenth Street.....	.....	.....	3,340 37	3,129 04	4,987 99
Coney Island and Brooklyn.....	14,147 30	15,621 43	38,350 92	32,933 08	34,638 31
Dry Dock, East Broadway and Battery.....	104,553 31	81,690 28	12,740 76	6,523 39	8,452 44
Dunkirk and Fredonia.....	314 19	314 19	11,538 67	8,381 62	10,988 16
East Genesee Street and Seward Avenue.....	321 57	283 91	76,830 90	48,540 90	50,662 58
Eighth Avenue.....	91,457 16	88,531 71	736 01	613 54	807 26
Elmhurst and Horseheads.....	500 30	773 27	244 43	62 67	62 67
Fifth Ward.....	3,393 95	1,457 64	87,651 32	63,152 10	60,495 49
Fonda and Fultonville.....	.....	.....	1,285 22	2,494 71	2,588 11
Forty-second Street and Grand Street Ferry.....	43,805 90	44,041 33	905 49	1,095 46	1,011 18
Frankfort and Ilion.....	902 03	3,102 07	122 00	29,408 55	200 00
Genesee and Water Street.....	1,214 75	437 45	34,092 85	653 07	27,184 88
Gloversville and Kingsboro.....	.....	1,543 99	1,590 67	1,934 33	1,730 06
Grand Street and Newtown.....	4,977 45	5,739 86	3,426 33	.....	.....
Grand Street, Prospect Park and Flatbush.....	6,965 08	8,814 88	149 43	5,139 96	4,908 34
Harlem Bridge, Morrisania and Fordham.....	12,949 39	11,096 10	1,618 00	872 81	3,325 97
Herkimer and Mohawk Street.....	530 89	948 03	5,575 60	3,861 36	4,247 66
Houston, West Street and Patuxia Ferry.....	2,579 37	9,367 66	745 12	5,995 14	400 20
Jamaica, Woodhaven and Brooklyn.....	824 85	387 58	8,515 13	17,717 18	22,977 16
Johnstown, Gloversville and Kingsboro.....	.....	30 81	789 65	611 02	407 66
Kingston and Rondout.....	919 33	317 50	90 81	445 20	403 90
Long Island City and Calvary Cemetery.....	.....	1,623 96	802 31	474 61	489 63
.....	.....	.....	1,462 00	1,200 00	1,570 00





## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EXPENSES OF OPERATING ROAD.			
	1874.	1875.	1876.	1877.
Albany.....	\$80,850 83	\$87,780 43	\$84,844 13	\$76,872 04
Amsterdam Street.....	3,901 50	3,458 30	2,628 04	2,574 57
Asaoria and Hunter's Point.....	.....	.....	.....	11,561 50
Atlantic Avenue.....	215,380 07	242,907 86	232,280 88	183,457 15
Babylon.....	1,156 06	3,720 84	3,804 46	2,716 47
Babylon and Fulton Ferry.....	2,349 34	919 71	.....	650 00
Bleecker Street and Fulton Ferry.....	201,006 02	190,820 23	217,408 78	138,803 32
Broadway (Brooklyn).....	167,749 92	161,883 15	145,543 19	157,017 30
Broadway and Seventh Avenue.....	631,602 53	635,826 03	602,663 30	682,363 43
Brooklyn City.....	1,073,118 36	1,404,602 68	1,024,130 78	1,031,010 08
Brooklyn City and Newtown.....	132,325 86	131,225 18	117,438 84	119,083 45
Brooklyn Cross-town.....	136,010 77	133,635 40	115,176 79	123,225 87
Brooklyn East Side.....	28,403 25	48,069 88	47,915 82	38,247 87
Buffalo.....	164,525 39	168,368 97	110,603 42	100,350 06
Buffalo Street.....	70,804 81	68,590 83	109,274 57	186,376 53
Bushwick.....	16,956 73	11,535 63	10,438 58	8,732 07
Central City.....	569,471 83	81,947 73	71,877 08	76,585 16
Central Cross-town.....	.....	549,103 79	558,302 38	456,420 74
Central Park, North and East River.....	26,025 72	77,101 23	74,651 03	71,017 64
Christopher and Tenth Street.....	.....	.....	.....	.....
Coney Island and Brooklyn.....	137,500 80	133,865 96	140,004 09	137,686 70
Dry Dock, East Broadway and Battery.....	636,601 11	533,420 87	500,309 74	408,446 40
Dunkirk and Fredonia.....	675 17	2,235 69	2,235 69	2,124 73
East Genesee Street and Seward Avenue.....	9,233 70	7,811 44	6,387 91	6,790 82
Eighth Avenue.....	595,061 90	614,840 94	594,385 81	520,538 47
Elmira and Horseheads.....	.....	.....	10,010 00	6,872 76
Fifth Ward.....	10,314 86	12,637 97	12,625 08	9,800 19
Fonda and Fultonville.....	.....	815 57	917 00	965 13
Forty-second Street Cross-town.....	.....	247,147 64	228,548 23	479 44
Forty-second Street and Grand Street Ferry.....	264,747 99	247,147 64	228,548 23	202,301 08
Frankfort and Hion.....	2,852 91	2,712 77	2,712 86	1,352 85
Genesee and Water Street.....	15,333 09	16,701 76	18,293 64	2,219 50
Gloversville and Kingsboro.....	.....	2,020 32	1,575 00	11,050 77
Grand Street and Newtown.....	76,755 28	65,601 97	68,114 55	77,816 83
Grand Street, Prospect Park and Flatbush.....	84,033 25	83,033 25	73,212 36	62,150 80
Hartford Bridge, Morrisania and Fordham.....	60,004 23	81,503 60	66,042 74	56,776 82
Herkimer and Mohawk Street.....	2,773 25	2,802 65	2,682 73	2,397 82
Houston, West Street and Paysonia Ferry.....	62,035 17	178,100 63	163,220 96	101,074 17
Jamaica, Woodhaven and Brooklyn.....	23,334 51	21,425 83	17,890 17	12,388 18
.....	900 25	7,564 97	10,367 75	8,568 87

## RAILROAD REPORT.

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Kingston and Windsor.....	18,747 98	17,374 81	15,994 10	13,401 77	11,319 06
Long Island City and Calvary Cemetery.....	9,207 00	18,074 96	6,354 00	5,033 00	1,317 25
Long Island City Shore.....	92,305 00	1,904 17	18,670 32	19,740 24	18,303 97
Mohawk and Lion.....	92,304 00	89,000 00	5,134 04	3,141 00	2,303 70
Newburgh and Poughkeepsie.....	424,130 86	446,832 43	60,316 50	56,103 45	1,570 00
New York and Harlem.....	81,861 71	446,831 68	401,234 43	412,866 55	68,851 71
North Avenue.....	61,361 41	80,807 88	77,675 53	33,305 40	378,410 70
North Second Street and Middle Village.....	61,612 90	102,087 84	183,818 61	69,237 84	53,173 85
Prospect Park and Coney Island.....	646,630 91	70,767 85	67,756 44	168,713 73	50,185 00
Rochester City and Brighton.....	611,190 75	581,080 54	503,370 99	502,583 26	158,016 92
Second Avenue.....	.....	601,837 80	686,473 13	683,751 82	502,506 07
South Brooklyn Central.....	.....	21,843 43	30,313 40	31,613 03	576,520 39
South Ferry.....	19,294 48	18,332 76	17,407 78	17,113 73	38,012 76
Staten Island Shore.....	9,312 43	12,831 63	9,456 11	10,895 08	29,354 78
Syracuse and Geddes.....	8,068 84	8,628 88	7,777 51	8,030 65	17,241 91
Third Avenue.....	1,187,463 70	1,130,233 88	1,075,419 74	1,006,967 85	8,037 45
Troy and Albany.....	17,233 75	13,862 08	14,016 71	13,785 16	888,402 09
Troy and Lansingburgh.....	151,867 73	157,181 73	126,126 90	105,754 65	12,098 79
Twenty-third Street.....	107,356 05	116,405 58	130,309 95	273,737 42	106,211 48
Utica, Clinton and Binghamton.....	41,289 55	40,585 33	36,698 61	33,314 78	280,382 68
Utica and Mohawk Street.....	.....	.....	2,169 85	1,616 83	27,855 21
Van Brunt Street and Erie Basin.....	14,478 98	13,480 96	12,318 77	11,910 61	1,609 43
Washington Street and State Asylum.....	1,318 40	1,774 25	2,190 85	1,986 96	10,377 25
Waterlot Turnpike and Railroad.....	72,986 81	65,760 33	62,154 71	65,263 34	2,370 79
					52,002 86

## COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	EARNINGS FROM PASSENGER TRANSPORTATION.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$92,710 34	\$94,066 21	\$105,266 81	\$94,376 36	\$91,668 00
Amsterdam Street.....	5,421 00	4,280 60	3,692 50	2,851 60	2,884 80
Astoria and Hunter's Point.....				13,750 00	10,612 00
Atlantic Avenue.....				243,282 46	243,282 46
Auburn and Otisco Lake.....	274,514 80	287,676 85	300,871 61	285,254 24	2,351 62
Babylon.....	4,835 68	4,269 62	4,248 51	477 70	438 80
Bleecker Street and Fulton Ferry.....	1,732 80	1,503 94	1,001 10	194,786 81	308,285 77
Broadway (Brooklyn).....	266,623 05	243,108 27	254,383 96	971,916 78	922,627 88
Broadway and Seventh Avenue.....	503,222 86	218,697 03	204,813 82	1,430,528 40	1,460,410 76
Brooklyn City.....	503,279 21	985,411 33	995,786 19	180,469 31	183,831 66
Brooklyn City and Newtown.....	1,478,522 63	1,416,537 26	1,484,345 01	175,105 45	203,286 76
Brooklyn Crostown.....	200,984 39	192,475 53	184,633 06	56,892 79	60,783 57
Brooklyn East Side.....	173,089 14	174,930 03	74,147 04	159,453 84	170,991 75
Buffalo Street.....	37,490 90	62,332 30	181,476 81	217,773 75	217,773 75
Bushwick.....	213,512 69	200,311 95	131,621 16	109,909 76	15,116 86
Central City.....	74,895 35	74,679 31	15,073 56	14,007 85	117,843 58
Central Crostown.....	19,794 15	17,893 33	100,409 45	674,615 30	691,973 04
Central Park, North and East River.....	769,631 12	74,351 10	712,217 04	53,911 90	103,716 15
Christopher and Tenth Street.....	27,076 59	91,377 29	92,564 66		13,726 47
City of Poughkeepsie.....		189,509 01	172,463 47		177,768 74
Coney Island and Brooklyn.....	187,704 84	789,514 29	744,717 63	687,671 42	688,974 54
Dry Dock, East Broadway and Battery.....	795,517 24		7,691 85	6,214 21	6,445 73
Dunkirk and Fredonia.....		9,926 20	6,036 16	3,943 32	714,489 89
East Genesee Street and Seward Avenue.....	8,808 17	814,275 05	766,533 75	737,644 93	15,620 39
Eighth Avenue.....	805,017 71		30,000 00	8,833 55	12,357 18
Elmira and Horseheads.....		12,118 34	10,894 94	11,767 13	927 50
Fifth Ward.....	13,319 50	1,065 25	1,288 49	925 11	335,207 73
Fonda and Fultonville.....	335,538 13	340 718 33	331,807 25	313,117 60	1,758 96
Forty-second Street and Grand Street Ferry.....	5,293 54	6,320 10	5,819 00	2,745 69	14,167 71
Frankfort and Elton.....	16,634 09	16,759 03	15,913 00	12,703 68	
Genesee and Water Street.....		2,918 74	1,373 05		95,356 73
Gloversville and Kingsboro.....	89,844 47	90,786 48	87,809 79	94,115 19	83,552 87
Grand Street and Newtown.....	79,398 06	76,137 97	77,304 38	76,026 85	77,863 41
Harlem Bridge, Morrisania and Fordham.....	90,709 63	82,676 35	82,078 77	76,317 40	2,545 05
Herkimer and Mohawk.....	5,292 75	6,066 85	5,749 55	8,903 78	167,563 03
Houston, West Street and Pavonia Ferry.....	83,217 91	200,462 86	187,431 50	107,817 99	14,196 50
Jamaica, Woodhaven and Brooklyn.....	10,678 28	16,682 17	18,515 11	13,206 16	8,314 97
Johnstown, Gloversville and Kingsboro.....	1,416 83	7,152 61	8,786 46	8,314 97	10,301 19
Kingsford and Rondout.....	13,486 19	15,280 60	13,532 27	11,293 03	1,625 00
Long Island City and Calvary Cemetery.....	13,236 00	9,000 00	12,835 00	6,550 00	

## RAILROAD REPORT.

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Long Island City shore.....	2,300 40	.....	20,934 76	91,094 11	22,545 71
Mohawk and Hudson.....	47,041 50	.....	1,476 10	6,400 02	1,005 05
New Brighton branch.....	2,050 00	.....	7,876 12	2,309 00	9,439 00
New York and Harlem.....	54,002 05	.....	63,727 52	60,472 47	65,324 70
North Avenue.....	104,250 16	.....	680,642 55	673,878 87	632,385 73
North Second Street and Middle Village.....	61,850 52	.....	108,064 85	77,679 22	70,081 59
Prospect Park and Coney Island.....	140,532 08	.....	61,789 28	57,247 83	56,771 04
Rochester City and Brighton.....	105,541 47	.....	229,330 40	260,350 65	229,325 03
Second Avenue.....	750,140 76	.....	111,202 43	93,102 83	112,890 44
Sixth Avenue.....	836,010 04	.....	784,922 30	779,175 83	803,128 04
South Brooklyn Central.....	.....	.....	883,731 86	850,618 38	836,786 05
South Ferry.....	30,174 91	.....	.....	8,933 49	42,521 87
Staten Island Shore.....	18,288 63	.....	48,346 92	47,749 83	47,394 43
Syracuse and Geddes.....	14,814 09	.....	18,863 99	17,871 11	17,994 43
Syracuse and Onondaga.....	13,743 25	.....	14,735 86	13,471 63	12,899 89
Third Avenue.....	13,749 30	.....	12,749 30	11,413 95	12,837 18
Third Avenue.....	1,750,553 91	.....	1,750,572 81	1,670,206 28	1,584,300 14
Third Avenue.....	17,833 05	.....	19,103 84	16,981 10	17,162 22
Twenty-third Street.....	165,635 50	.....	181,562 00	162,688 12	166,025 61
Union, Clinton and Birmingham.....	165,637 31	.....	176,909 38	434,174 50	483,430 20
Utica and Mohawk Street.....	47,552 53	.....	46,434 25	38,541 40	38,693 94
Ven Brunt Street and Erie Basin.....	.....	.....	1,981 24	1,876 97	1,950 92
Washington Street and State Asylum.....	18,046 71	.....	16,370 54	12,559 71	10,657 04
Watervliet Turnpike and Railroad.....	1,459 00	.....	2,046 25	1,811 25	2,507 21
	84,182 89	.....	81,032 38	78,834 69	75,224 20



COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	TOTAL EARNINGS.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$110,953 36	\$131,000 40	\$112,687 32	\$104,830 43	\$102,993 85
Amsterdam Street.....	5,421 00	4,280 60	3,692 50	2,854 60	2,084 80
Astoria and Hunter's Point.....	295,046 54	376,019 10	317,252 85	14,435 00	11,212 00
Atlantic Avenue.....	4,855 68	4,309 62	4,248 51	305,733 70	278,728 84
Auburn and Owaseo Lake.....	1,732 80	1,503 91	1,101 10	2,969 61	2,351 02
Babylon.....	259,640 34	246,787 39	256,835 13	477 70	438 90
Becker Street and Fulton Ferry.....	311,548 30	225,466 31	216,070 18	204,794 22	216,853 04
Broadway (Brooklyn).....	980,352 81	1,004,802 37	1,014,874 32	945,636 41	945,636 41
Broadway and Seventh Avenue.....	1,514,444 67	1,496,316 57	1,403,404 41	1,465,317 16	1,494,639 96
Brooklyn City.....	206,023 67	196,710 72	199,001 98	186,044 85	197,377 85
Brooklyn City and Newtown.....	174,928 95	178,933 30	173,470 90	178,411 86	206,837 80
Brooklyn Cross-town.....	133,550 02	309,975 54	106,524 01	82,407 45	62,856 32
Buffalo East Side.....	287,582 95	411,696 03	222,856 44	194,009 91	177,438 05
Buffalo Street.....	77,023 87	176,819 66	250,939 07	183,269 93	220,034 01
Bushwick.....	19,929 15	18,328 67	15,213 56	14,132 85	15,432 95
Central City.....	731,700 32	74,979 50	100,967 44	111,134 75	119,390 60
Central Cross-town.....	27,976 55	772,315 52	818,926 47	773,519 05	721,550 80
Central Park, North and East River.....	27,976 55	93,112 20	93,432 86	93,109 39	105,782 50
Christopher and Tenth Street.....	225,020 46	207,280 03	175,969 72	188,750 86	16,110 79
City of Poughkeepsie.....	901,749 91	937,476 45	849,052 25	856,822 03	187,414 51
Coney Island and Brooklyn.....	8,897 42	3,600 00	8,780 48	7,349 78	701,381 13
Dry Dock, East Broadway and Battery.....	823,459 10	10,077 29	6,091 16	4,173 32	4,342 46
Dunkirk and Fredonia.....	13,925 60	889,784 71	818,372 35	707,479 36	745,110 83
East Genesee Street and Seward Avenue.....	346,778 64	12,313 52	21,932 94	12,645 28	15,713 28
Elmira and Horseheads.....	24,538 71	1,086 90	1,532 15	1,109 00	1,277 50
Fifth Ward.....	10,891 22	3,014 56	1,522 05	317,455 35	326,565 83
Fonda and Fultonville.....	143,338 05	95,236 66	151,912 95	101,067 68	98,818 20
Forty-second Street and Grand Street Ferry.....	94,333 63	77,588 42	115,391 83	84,679 31	84,679 31
Genesee and Water Street.....	5,351 54	21,310 34	17,688 21	77,250 05	77,753 05
Gloversville and Kingsboro.....	19,891 22	95,236 66	151,912 95	101,067 68	98,818 20
Grand Street and Newtown.....	143,338 05	95,236 66	151,912 95	101,067 68	98,818 20
Grand Street, Prospect Park and Flatbush.....	94,333 63	77,588 42	115,391 83	84,679 31	84,679 31
Harlem Bridge, Morrisania and Fordham.....	5,880 75	6,645 07	8,813 41	4,394 16	3,053 75
Herkimer and Mohawk.....	84,954 90	238,025 38	204,969 60	298,105 49	184,292 43
Honston, West Street and Pavonia Ferry.....	23,495 28	19,591 60	19,591 60	20,670 01	16,413 60
Jamaica, Woodhaven and Brooklyn.....	23,495 28	19,591 60	19,591 60	20,670 01	16,413 60
Johnstown, Gloversville and Kingsboro.....	21,735 78	16,591 48	12,801 70	19,119 06	19,300 94
Kingston and Rondout.....	14,111 08	18,444 03	15,782 10	13,913 03	19,488 60
Long Island City and Calvary Cemetery.....	14,111 08	9,300 00	12,498 00	6,430 00	1,625 00

Long Island City Shore .....	15,574 55	20,791 80	28,510 54	34,758 17	28,151 97
Manhasset and Tibbet .....	2,259 70	19,671 85	1,011 76	0,405 54	3,535 30
New Brighton and Onondaga Valley .....	74,480 72	2,125 00	1,755 89	2,628 00	2,197 90
New Williamsburgh and Flatbush .....	604,350 60	65,386 08	707,401 93	67,080 80	745,713 64
New York and Harlem .....	104,708 94	754,000 44	106,330 00	784,390 08	745,383 84
Ninth Avenue .....	81,289 53	148,451 25	99,705 03	78,902 98	68,361 67
North Second Street and Middle Village .....	136,527 38	151,178 29	62,736 43	264,850 26	232,192 14
Prospect Park and Coney Island .....	705,573 76	125,896 75	233,638 40	90,438 00	115,076 00
Rochester City and Brighton .....	780,410 82	785,213 12	133,704 61	751,195 00	807,949 44
Second Avenue .....	.....	863,740 42	789,294 48	890,553 00	848,324 80
Sixth Avenue .....	.....	.....	909,929 15	4,993 00	62,197 19
South Brooklyn Central .....	.....	31,791 05	48,466 92	47,749 83	48,026 91
South Ferry .....	30,979 87	18,288 63	19,375 37	19,174 97	18,274 97
Staten Island Shore .....	17,393 82	15,619 28	15,563 32	14,219 10	13,481 30
Syracuse and Geddes .....	.....	11,982 75	13,432 52	11,949 64	13,709 06
Third Avenue .....	14,371 77	1,824,148 91	1,780,800 30	1,818,455 50	1,717,931 79
Troy and Albany .....	1,635,024 84	18,010 84	19,283 65	17,135 38	17,324 09
Troy and Lansingburgh .....	21,453 17	170,825 41	184,518 30	108,466 35	109,450 69
Twenty-third Street .....	171,815 30	168,116 41	180,084 18	511,073 97	501,053 76
Utica, Old Dutch and Kingston .....	167,469 20	48,990 41	47,663 25	39,438 40	38,656 04
Utica, Old Mohawk Street .....	49,230 07	.....	1,597 54	1,876 37	1,969 40
Van Brunt Street and Erie Basin .....	22,016 01	18,141 71	16,444 04	13,453 90	1,662 54
Washington Street and State Asylum .....	1,269 50	1,600 00	2,046 25	1,811 25	2,597 21
Watervliet Turnpike and Railroad .....	89,471 26	86,238 19	83,853 88	92,821 52	77,474 00



COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR TRANSPORTATION EXPENSES.				
	1874.	1875.	1876.	1877.	1878.
Albany .....	\$85,883 60	\$92,283 77	\$92,173 17	\$84,063 47	\$85,390 60
Amsterdam Street .....	4,079 50	3,158 92	2,742 37	2,731 30	2,929 43
Astoria and Hunter's Point .....	.....	.....	.....	12,461 00	11,794 00
Atlantic Avenue .....	231,846 63	259,308 08	249,788 59	195,901 83	173,170 07
Atburn and Owaseo Lake .....	5,679 44	5,679 44	4,079 12	2,894 50	1,883 60
Babylon .....	2,547 34	2,263 50	1,926 21	803 00	1,687 00
Bleecker Street and Fulton Ferry .....	213,183 24	191,793 94	297,737 30	.....	.....
Broadway (Brooklyn) .....	178,954 46	171,970 48	158,555 49	154,983 15	139,370 59
Broadway and Seventh Avenue .....	692,440 36	736,541 16	697,214 85	644,669 33	574,699 54
Brooklyn City .....	1,301,638 67	1,174,975 63	1,159,369 67	1,135,488 81	1,143,882 49
Brooklyn City and Newtown .....	137,150 90	137,377 10	135,968 19	135,969 66	139,782 38
Brooklyn Cross-town .....	142,462 34	141,655 47	135,419 90	131,282 83	132,138 76
Buffalo East Side .....	29,979 61	62,341 69	60,299 10	41,780 81	38,691 03
Buffalo Street .....	179,603 31	178,182 73	195,472 68	169,638 39	113,445 46
Bushwick .....	71,104 81	69,475 34	114,170 78	137,869 74	169,965 35
Central City .....	20,299 78	14,493 23	74,164 82	10,861 11	10,825 69
Central Park, North and East River .....	.....	86,801 78	74,757 68	70,875 53	61,815 14
Christopher and Tenth Street .....	622,553 56	579,068 83	594,659 98	489,359 82	476,617 09
City of Poughkeepsie .....	28,028 06	87,465 04	87,461 79	81,140 93	61,314 83
Concord Island and Brooklyn .....	153,708 10	169,487 39	151,542 76	146,088 22	139,784 72
Dry Dock, Bay, Broadway and Battery .....	641,150 42	616,139 15	590,949 44	496,887 90	439,327 77
East 4th and Flatbush .....	.....	.....	2,681 70	2,678 97	2,891 01
East Genesee Street and Seward Avenue .....	9,815 27	8,026 35	682,282 34	3,541 96	4,469 01
Eighth Avenue .....	686,619 15	703,372 66	682,584 93	583,690 07	577,060 06
Elm and Horseheads .....	.....	11,773 27	11,825 21	15,277 47	19,212 29
Fifth Ward .....	13,908 81	14,155 61	15,629 17	16,964 63	10,444 14
Fonda and Poughkeepsie .....	.....	815 57	1,039 60	965 13	834 00
Forty-second Street and Grand Street Ferry .....	298,651 80	291,139 02	292,951 09	231,705 61	217,612 46
Frankfort and Union .....	3,754 94	5,814 44	3,100 31	3,872 57	1,806 90
Genesee and Water Street .....	16,067 84	17,245 76	14,854 31	12,964 15	13,268 06
Gloversville and Kingsboro .....	.....	2,353 39	1,724 48	.....	.....
Grand Street and Newtown .....	81,732 73	70,891 83	71,570 93	85,439 89	71,737 60
Grand Street, Prospect Park and Flatbush .....	89,604 39	74,878 13	73,812 54	63,003 77	75,627 39
Harlem Bridge, Morrisania and Fordham .....	82,943 02	92,692 69	71,618 54	60,638 50	57,912 04
Herkimer and Mohawk .....	3,304 14	3,600 71	3,428 84	3,333 96	3,657 82
Rooston, West Street and Poughkeepsie .....	64,044 64	188,608 29	171,747 69	179,301 35	146,482 60
Jamaica, West Haven and Brooklyn .....	24,219 36	21,812 96	18,588 30	18,464 19	12,765 82
Johansow, Gloversville and Kingsboro .....	909 25	7,882 47	10,667 59	16,140 66	9,523 42
Kingsdown and Rondout .....	20,696 77	19,399 27	16,130 31	14,329 53	11,869 01
Long Island City and Calvary Cemetery .....	11,780 16	7,248 00	7,808 00	6,232 00	2,887 25

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Long Island City Shore .....	1,325 80	17,425 40	31,576 00	31,798 00	10,005 23
Mohawk and Otsego Onondaga Valley .....	64,470 37	3,065 14	3,063 25	3,440 00	2,832 70
New Williamburgh and Flatbush .....	480,657 37	61,852 63	1,046 63	3,074 08	1,890 96
New York and Harlem .....	34,371 30	408,660 42	62,705 02	62,135 08	427,328 96
North Avenue .....	78,215 54	93,967 63	310,632 28	467,177 97	427,328 96
North Second Street and Coney Island .....	60,168 07	78,373 75	68,233 42	65,901 93	64,630 25
Prospect Park and Brighton .....	578,112 54	107,589 80	105,502 47	175,920 22	57,453 21
Rochester City and Brighton .....	608,037 25	77,617 72	76,414 58	175,920 22	178,190 47
Second Avenue .....	.....	641,500 62	860,751 60	568,847 34	510,040 47
Sixth Avenue .....	.....	674,041 90	737,250 79	680,024 20	685,043 76
South Brooklyn Central .....	.....	.....	.....	4,008 15	38,333 74
South Ferry .....	.....	25,297 80	33,431 28	33,966 98	31,971 74
Staten Island Shore .....	.....	20,006 06	10,792 88	18,781 44	18,579 48
Syracuse and Geddes .....	.....	13,005 63	10,695 92	11,675 61	8,901 65
Syracuse and Onondaga .....	.....	10,683 84	10,433 52	8,643 07	8,605 19
Third Avenue .....	.....	1,213,220 85	1,192,492 80	1,004,153 94	976,680 21
Troy and Albany .....	.....	14,615 80	14,615 02	14,283 11	14,104 50
Troy and Lansingburgh .....	.....	133,820 26	130,097 00	118,967 88	117,848 69
Twenty-third Street .....	.....	138,147 88	150,175 60	283,503 93	313,447 58
Utica, Clinton and Binghamton .....	.....	43,685 47	37,976 59	34,080 42	28,671 96
Utica and Mohawk Street .....	.....	.....	2,292 74	2,620 03	1,844 58
Van Brunt Street and Fire Basin .....	.....	14,263 20	13,123 46	12,691 77	10,492 54
Washington Street and State Asylum .....	.....	1,769 75	2,313 85	2,013 48	2,543 96
Watervliet Turnpike and Railroad .....	.....	73,730 07	60,260 28	83,961 08	62,441 87



COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR INTEREST.				
	1874.	1875.	1876.	1877.	1878.
Albany .....	\$4,376 25	\$5,381 11	\$6,289 18	\$6,269 90	\$6,124 61
Amsterdam Street .....	.....	.....	11 77	11 77	11 77
Amstoria and Hunter's Point .....	.....	.....	.....	.....	33,078 12
Atlantic Avenue .....	32,480 73	31,592 96	36,192 46	40,980 83	1,408 75
Atsugi .....	1,274 14	1,396 21	1,321 92	1,377 92	.....
Bleecker Street and Fulton Ferry .....	61,389 37	95,945 62	16,493 76	15,695 50	17,723 05
Broadway (Brooklyn) .....	16,048 69	16,493 67	122,040 11	119,000 00	119,000 00
Broadway and Seventh Avenue .....	121,133 00	120,216 67	39,969 67	22,500 00	37,669 65
Brooklyn City .....	20,446 99	20,801 72	32,977 43	31,721 53	31,120 15
Brooklyn City and Newtown .....	20,332 00	21,915 00	21,840 00	21,630 00	21,630 00
Brooklyn Cross-town .....	21,981 17	8,185 12	14,693 11	13,375 55	13,685 41
Buffalo East Side .....	5,876 14	54,530 97	37,179 13	43,665 70	43,628 64
Buffalo Street .....	48,657 12	9,430 27	15,446 46	23,552 75	23,731 32
Bushwick .....	8,599 09	7,600 00	14,986 85	24,530 39	24,530 39
Central City .....	388 47	82,190 62	84,499 82	84,460 80	84,751 79
Central Cross-town .....	84,147 52	5,210 23	5,910 40	5,592 31	7,892 96
Christopher and Tenth Street .....	2,479 16	.....	.....	.....	.....
City of Poughkeepsie .....	.....	.....	.....	.....	.....
Corvo Island and Brooklyn .....	28,376 55	22,893 31	22,483 04	21,411 39	21,020 62
Dry Dock, East Broadway and Battery .....	60,757 75	71,858 21	73,193 78	65,232 42	66,106 84
East Grace Street and Seward Avenue .....	60,575 50	1,073 55	1,623 15	1,292 35	1,723 83
Elm Avenue .....	10,291 35	10,465 00	10,220 00	21,457 20	15,220 00
Elm and Horseheads .....	.....	1,180 00	.....	1,174 36	1,220 43
Fifth Ward .....	852 62	1,630 45	1,154 34	1,888 44	1,900 40
Fort-second Street and Grand Street Ferry .....	16,523 00	16,520 00	16,520 00	16,520 00	16,520 00
Frankfort and Union .....	946 50	391 00	1,920 33	59 71	.....
Genesee and Water Street .....	1,260 00	1,312 50	1,535 61	1,407 00	1,386 50
Gloversville and Kingsboro .....	.....	18 19	88 46	.....	.....
Grand Street and Newtown .....	7,232 79	7,164 92	6,653 58	11,491 91	11,566 81
Grand Street, Prospect Park and Flatbush .....	58,833 66	14,657 42	35,689 87	23,314 66	23,373 04
Harlem Bridge, Morrisania and Fortham .....	9,638 66	9,199 16	10,224 96	10,220 00	10,220 00
Houston, West Street and Fawcett Ferry .....	523 30	35,331 25	35,331 25	35,108 67	35,172 61
Kingsboro, Gloversville and Kingsboro .....	61 23	81 18	1,210 40	.....	384 00
Kings-ton and Rontout .....	.....	379 56	356 16	462 30	140 00
Long Island City and Calvary Cemetery .....	.....	.....	3,500 00	.....	.....
Long Island City Shore .....	.....	.....	93 79	.....	.....
Mohawk and Union .....	28 64	427 46	.....	.....	.....
New Brighton and Onondaga Valley .....	140 00	140 00	140 00	227 50	371 00
New Williamsburg and Flatbush .....	186 16	.....	.....	1,643 00	3,073 08
Ninth Avenue .....	14,472 50	14,867 83	14,717 50	14,490 00	14,772 50

North Second Street and Middle Village .....	1,104 10	38,010 18	4,324 20	3,502 17	1,003 11
Prospect Park and County Jail .....	1,000 00	31,700 70	30,433 23	30,404 00	37,897 31
Rochester City and Brighton .....	1,000 00	31,700 70	31,430 13	15,104 85	12,174 32
Second Avenue .....	80,864 00	94,972 50	107,409 64	112,100 00	117,805 64
South Avenue .....	29,000 00	39,050 00	29,000 00	29,000 00	29,720 00
South Brooklyn Central .....	.....	.....	.....	.....	31,720 00
South Ferry .....	.....	.....	.....	.....	11,390 50
Syracuse and Geddes .....	.....	6,808 41	10,545 10	11,390 50	11,390 50
Syracuse and Onondaga .....	1,750 00	1,750 00	1,750 00	1,750 00	1,803 40
Third Avenue .....	578 94	417 28	344 62	357 78	379 87
Troy and Albany .....	140,000 00	140,679 08	140,000 00	140,000 00	140,000 00
Troy and Lansingburgh .....	2,719 05	2,408 61	2,470 25	2,017 80	2,460 00
Twenty-third Street .....	16,104 94	14,860 00	15,225 00	14,500 00	10,808 19
Utica and Mohawk Street .....	323,225 00	291,225 00	291,225 00	41,525 07	37,119 00
Van Brunt Street and Erie Basin .....	.....	.....	150 00	115 00	.....
Watervliet Turnpike and Railroad .....	1,056 82	1,050 00	1,050 00	1,050 00	1,050 00
.....	8,030 00	9,069 57	8,592 00	8,756 56	9,427 61

COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR INTEREST.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$4,376 25	\$5,381 11	\$6,239 18	\$6,269 90	\$6,194 61
Amsterdam Street.....	.....	.....	.....	.....	.....
Astoria and Hunter's Point.....	.....	.....	.....	.....	.....
Atlantic Avenue.....	.....	.....	.....	.....	.....
Auburn and Owasco Lake.....	.....	.....	.....	.....	.....
Bleecker Street and Fulton Ferry.....	.....	.....	.....	.....	.....
Broadway (Brooklyn).....	.....	.....	.....	.....	.....
Broadway and Seventh Avenue.....	.....	.....	.....	.....	.....
Brooklyn City.....	.....	.....	.....	.....	.....
Brooklyn City and Newtown.....	.....	.....	.....	.....	.....
Brooklyn Crosstown.....	.....	.....	.....	.....	.....
Buffalo East Side.....	.....	.....	.....	.....	.....
Buffalo Street.....	.....	.....	.....	.....	.....
Bushwick.....	.....	.....	.....	.....	.....
Central City.....	.....	.....	.....	.....	.....
Central Crosstown.....	.....	.....	.....	.....	.....
Central Park, North and East River.....	.....	.....	.....	.....	.....
Christopher and Tenth Street.....	.....	.....	.....	.....	.....
City of Poughkeepsie.....	.....	.....	.....	.....	.....
Coney Island and Brooklyn.....	.....	.....	.....	.....	.....
Dry Dock, East Broadway and Battery.....	.....	.....	.....	.....	.....
East Genesee Street and Seward Avenue.....	.....	.....	.....	.....	.....
Elm and Horseheads.....	.....	.....	.....	.....	.....
Fifth Ward.....	.....	.....	.....	.....	.....
Forty-second Street and Grand Street Ferry.....	.....	.....	.....	.....	.....
Frankfort and Ilion.....	.....	.....	.....	.....	.....
Genesee and Water Street.....	.....	.....	.....	.....	.....
Gloversville and Kingsboro.....	.....	.....	.....	.....	.....
Grand Street and Newtown.....	.....	.....	.....	.....	.....
Grand Street, Prospect Park and Flatbush.....	.....	.....	.....	.....	.....
Harlem Bridge, Morrisania and Flatbush.....	.....	.....	.....	.....	.....
Houston, West Street and Pavonia Ferry.....	.....	.....	.....	.....	.....
Johnstown, Gloversville and Kingsboro.....	.....	.....	.....	.....	.....
Kingston and Rondout.....	.....	.....	.....	.....	.....
Long Island City and Calvary Cemetery.....	.....	.....	.....	.....	.....
Long Island City Shore.....	.....	.....	.....	.....	.....
Mohawk and Ilion.....	.....	.....	.....	.....	.....
New Brighton and Onondaga Valley.....	.....	.....	.....	.....	.....
New Williamsburg and Flatbush.....	.....	.....	.....	.....	.....
Ninth Avenue.....	.....	.....	.....	.....	.....

North Second Street and Middle Village .....	1,100 46	5,010 18	4,721 90	5,252 17	1,003 11
Providence City and Conway Island .....	98,306 30	91,700 76	96,423 33	96,404 00	97,937 31
Second Avenue .....	29,050 00	94,079 82	13,300 13	10,540 05	12,174 32
Sixth Avenue .....	29,050 00	29,050 00	102,400 04	112,301 00	117,825 64
South Brooklyn Central .....	1,750 00	5,806 41	29,050 00	29,055 00	29,120 00
South Ferry .....	578 94	1,750 00	1,750 00	11,300 26	8,750 00
Syracuse and Geddes .....	140,000 00	417 28	344 02	4,750 00	1,803 00
Syracuse and Onondaga .....	9,719 05	140,679 08	340,000 00	357 78	1,803 00
Troy and Albany .....	16,164 94	2,438 61	2,470 25	140,000 00	279 87
Troy and Lansingburgh .....	324,225 00	14,809 61	13,460 03	11,007 36	140,000 00
Twenty-third Street .....	1,036 82	29,225 00	29,225 00	41,025 07	5,460 00
Ulrich and Mohawk Street .....	8,520 00	1,000 00	1,000 00	115 00	10,858 19
Van Brunt Street and Erie Basin .....	1,036 82	5,063 67	1,000 00	1,000 00	77,100 05
Watervliet Turnpike and Railroad .....	8,520 00	5,063 67	8,092 00	8,755 56	1,050 00
					9,437 61



COMPARATIVE STATEMENT FOR FIVE YEARS.

NAME OF ROAD.	PAYMENTS FOR DIVIDENDS.				
	1874.	1875.	1876.	1877.	1878.
Albany.....	\$13,300 00	\$12,000 00	\$12,000 00	\$6,000 00	\$6,000 00
Amsterdam Street.....	963 00	1,008 00	1,008 00	.....	.....
Atlantic Avenue.....	.....	9,720 00	.....	.....	16,815 00
Broadway (Brooklyn).....	24,000 00	24,000 00	24,000 00	24,000 00	24,000 00
Broadway and Seventh Avenue.....	195,000 00	126,000 00	126,000 00	192,000 00	192,000 00
Brooklyn City.....	280,000 00	260,000 00	260,000 00	280,000 00	280,000 00
Brooklyn Cross-town.....	.....	.....	25,106 00	12,226 00	.....
Bushwick Street.....	10,000 00	.....	.....	.....	.....
Central City.....	2,000 00	4,000 00	2,000 00	2,000 00	16,450 00
Central Park, North and East River.....	.....	96,000 00	84,157 50	84,150 00	4,000 00
Dry Dock, East Broadway and Battery.....	96,000 00	.....	96,000 00	84,000 00	102,553 30
Dunkirk and Fredonia.....	.....	3,133 00	.....	.....	96,000 00
Elgin Avenue.....	120,000 00	120,000 00	.....	120,000 00	3,046 00
Forty-second Street and Grand Street Ferry.....	67,625 00	67,320 00	74,800 00	74,800 00	120,000 00
Grand Street and Newtown.....	.....	.....	.....	10,200 00	82,280 00
Verkimer and Mohawk.....	1,870 00	2,550 00	1,870 00	1,700 00	1,700 00
Johnstown, Gloversville and Kingsboro.....	.....	.....	.....	.....	800 00
Mohawk and Ilion.....	1,200 00	1,500 00	4,800 00	1,800 00	1,200 00
New York and Harlem.....	180,000 00	181,000 00	181,000 00	181,000 00	283,500 00
Rochester City and Brighton.....	.....	.....	.....	5,473 62	10,500 00
Second Avenue.....	47,440 00	24,000 00	96,000 00	96,000 00	75,000 00
Sixth Avenue.....	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Syracuse and Geddes.....	1,750 00	2,000 00	2,000 00	.....	.....
Syracuse and Onondaga.....	.....	.....	2,800 00	2,800 00	2,800 00
Troy and Lansingburgh.....	170,000 00	190,000 00	310,000 00	220,000 00	4,550 00
Twenty-third Street.....	24,000 00	24,000 00	10,000 00	20,000 00	515,000 00
Van Brunt Street and Erie Basin.....	2,625 00	2,625 00	42,000 00	20,000 00	235,500 00
Watervliet Turnpike and Railroad.....	9,600 00	6,000 00	2,625 00	48,000 00	54,750 00
			12,000 00	2,625 00	.....

## RAILROAD REPORT.

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## COMPARATIVE STATEMENT FOR FIVE YEARS.

## ACCIDENTS.

NAME OF ROAD.	1874.						1875.						1877.						1878.					
	Passen- gers.			Em- ployes.			Others.			Passen- gers.			Em- ployes.			Others.			Passen- gers.			Em- ployes.		
	Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.	
Albany.....	1	9	3	19	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Atlantic Avenue.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bleecker St. and Fulton Ferry.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Broadway (Brooklyn).....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Broadway and Seventh Avenue.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Brooklyn City.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Brooklyn City and Newtown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Brooklyn Cross-town.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Brooklyn East Side.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Buffalo Street.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bushwick.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Central Cross-town.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Central Pk., North and East River.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Christopher and Tenth Street.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
City of Poughkeepsie.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Coney Island and Brooklyn.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dry Dock, E. B'way and Battery.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Eight Avenue.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Elmira and Horseheads.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Fifth Ward.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Forty-second St. and G'd St. Ferry.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Grand Street and Newtown.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
G'd St., Prospect Pk. and F'burgh.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
H'lem Br'ge, Morris'ia & F'dham.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Herkimer and Mohawk.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Houston, W. St. & Paronia Ferry.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Johnston, Glover'sville & Kingsboro.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Kings-ton and Rondout.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Long Island City Shore.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
New Williamsburgh and Flatbush.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
New York and Harlem.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1



## DEDUCTIONS

FROM THE

REPORTS OF SEVERAL OF THE PRINCIPAL COMPANIES FOR SEVENTEEN YEARS, SHOWING: 1. AVERAGE SUM RECEIVED PER TON PER MILE FOR FREIGHT; 2. AVERAGE COST PER TON PER MILE TRANSPORTING FREIGHT; 3. PERCENTAGE OF TRANSPORTATION EXPENSES TO GROSS EARNINGS.

1862.

NAME OF ROAD.	AVERAGE PER TON PER MILE.		Per cent of transportation expenses on gross earnings.
	Received for transporting.	Cost of transporting.	
	Cents.	Cents.	
Erie Railway.....	1.89	0.95	61.93
Hudson River.....	2.26	1.20	51.89
New York Central.....	2.23	1.39	59.93
Rome, Watertown and Ogdensburgh.....	3.12	1.97	49.79

1863.

Erie Railway.....	2.09	0.95	61.51
Hudson River.....	2.74	1.23	48.81
New York Central.....	2.38	1.55	69.79
Rome, Watertown and Ogdensburgh.....	2.92	2.14	52.37

1864.

Erie Railway.....	2.33	1.45	66.27
Hudson River.....	2.93	1.80	62.64
New York Central.....	2.72	2.00	71.91
Rome, Watertown and Ogdensburgh.....	3.28	2.67	55.32

1865.

Erie Railway.....	2.76	1.99	70.69
Hudson River.....	4.14	2.78	71.34
New York Central.....	3.31	2.52	77.87
Rome, Watertown and Ogdensburgh.....	4.13	4.16	69.17

1866.

Erie Railway.....	2.43	1.65	72.58
Hudson River.....	4.07	2.66	63.74
New York Central.....	2.92	2.07	76.49
Rome, Watertown and Ogdensburgh.....	3.68	3.43	66.83

1867.

Erie Railway.....	2.04	1.47	72.18
Hudson River.....	3.88	2.22	61.94
New York Central.....	2.53	1.89	76.20
Rome, Watertown and Ogdensburgh.....	3.74	2.99	55.72

1868.

Erie Railway.....	1.92	1.35	77.51
Hudson River.....	3.85	2.45	68.97
New York Central.....	2.59	1.64	64.24
Rome, Watertown and Ogdensburgh.....	3.58	3.24	74.82

1869.

Erie Railway.....	1.80	1.17	79.29
Hudson River.....	3.14	1.91	58.15
New York Central.....	2.21	1.30	58.09
Rome, Watertown and Ogdensburgh.....	3.70	2.84	62.35



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1870.

NAME OF ROAD.	AVERAGE PER TON PER MILE.		Per cent of transportation expenses on gross earnings.
	Received for transporting.	Cost of transporting.	
Erie Railway.....	Cents. 1.38	Cents. 0.98	74.62
Lake Shore and Michigan Southern.....	1.59	1.04	62.93
New York Central and Hudson River.....	1.86	1.15	63.35
Rome, Watertown and Ogdensburgh.....	3.75	2.92	64.12

1871.

Erie Railway.....	1.43	1.01	71.06
Lake Shore and Michigan Southern.....	1.46	0.97	66.70
New York Central and Hudson River.....	1.65	1.01	61.60
Rome, Watertown and Ogdensburgh.....	3.82	3.19	68.19

1872.

Boston and Albany.....	3.02	....	71.08
Erie Railway.....	1.53	0.98	65.55
Lake Shore and Michigan Southern.....	1.34	0.95	69.99
New York Central and Hudson River.....	1.59	1.13	64.29
New York and Oswego Midland.....	2.50	1.89	84.51
Rome, Watertown and Ogdensburgh.....	2.93	2.64	75.49

1873.

Boston and Albany.....	1.96	....	75.95
Erie Railway.....	1.45	0.93	68.16
Lake Shore and Michigan Southern.....	1.37	0.87	69.69
New York Central and Hudson River.....	1.57	1.03	60.67
New York and Oswego Midland.....	2.47	3.30	139.80
Rome, Watertown and Ogdensburgh.....	2.77	2.45	74.62

1874.

Boston and Albany.....	1.82	1.44	73.06
Erie Railway.....	1.31	0.91	72.92
Lake Shore and Michigan Southern.....	1.25	0.83	66.97
New York Central and Hudson River.....	1.46	0.98	58.03
New York and Oswego Midland.....	2.28	2.39	115.44
Rome, Watertown and Ogdensburgh.....	2.85	2.49	70.77

1875.

Boston and Albany.....	1.53	1.09	67.50
Erie Railway.....	1.21	0.94	75.13
Lake Shore and Michigan Southern.....	1.04	0.71	73.19
New York Central and Hudson River.....	1.27	0.90	69.47
New York and Oswego Midland.....	2.61	2.55	106.33
Rome, Watertown and Ogdensburgh.....	2.89	2.84	77.45

1876.

Boston and Albany.....	1.28	1.03	65.91
Erie Railway.....	1.09	0.88	77.16
Lake Shore and Michigan Southern.....	0.92	0.62	68.09
New York Central and Hudson River.....	1.05	0.71	57.49
New York, New Haven and Hartford.....	3.53	2.59	59.66
New York and Oswego Midland.....	2.76	2.26	90.33
Rome, Watertown and Ogdensburgh.....	3.10	2.13	77.28

1877.

Boston and Albany.....	1.25	1.09	68.03
Erie Railway.....	0.96	0.75	74.10
Lake Shore and Michigan Southern.....	0.82	0.59	70.41
New York Central and Hudson River.....	1.01	0.69	56.23
New York, New Haven and Hartford.....	3.35	2.15	56.21
New York and Oswego Midland.....	2.74	2.44	93.08
Rome, Watertown and Ogdensburgh.....	2.55	2.28	73.04

[1878.

Boston and Albany.....	1.46	0.99	66.54
Lake Shore and Michigan Southern.....	0.78	0.49	60.89
New York Central and Hudson River.....	0.93	0.60	53.81
New York, Lake Erie and Western*.....	0.97	0.67	67.96
New York, New Haven and Hartford.....	2.87	1.87	56.28
New York and Oswego Midland.....	2.92	2.47	90.36
Rome, Watertown and Ogdensburgh.....	2.63	2.27	71.19

\* Formerly Erie, and includes eight months of Erie,

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REPORTS  
OF  
STEAM RAILROAD COMPANIES.

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(No. 1.)

## ADIRONDACK.

STATE OF NEW YORK, }  
County of Saratoga, } ss.:

THOMAS C. DURANT, Receiver, and CHARLES H. BALLARD, acting Superintendent of operations of the Adirondack Company, being severally sworn, each for himself deposes and says, that they have caused the statements embraced in the following report, relative to the operations of its railroad for the year ending September 30, 1878, to be prepared from the books of the Receiver, and that the same are true, according to the best of their knowledge, information and belief.

THOMAS C. DURANT,  
C. H. BALLARD.

Subscribed and sworn to before me, }  
this 31st day of December, 1878. }

EDGAR T. BRACKETT,

Notary Public, Saratoga county, N. Y.

The Receiver is unable, from the books and papers which have come into his possession, to give a statement of the construction expenditures in the railroad department of the company, or to properly apportion the stock and bonded indebtedness of the company to the different departments, but respectfully submits, as Receiver, a detailed statement of the railroad department for the fiscal year.

## CHARACTERISTICS OF ROAD.

Length of road to Ogdensburgh (about).....	185 miles.
Length of road laid.....	60 "
Length of double track, including sidings.....	2.75 "
Weight of rail, per yard, on main track.....	56 to 60 lbs.
Number of engine-houses and shops.....	4
Number of engines.....	3
Number of first-class passenger cars.....	4
Number of baggage, mail and express cars.....	3
Number of freight cars.....	55

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	}	50,428
Number of miles run by freight trains.....		
Number of passengers (all classes) carried in cars.....		21,720
Number of miles traveled by passengers, or number of passengers carried one mile.....		603,574
Number of tons of 2,000 pounds, of freight carried in cars.....		16,150
Total movement of freight, or number of tons carried one mile.....		458,545
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....		21
Rate of speed of same when in motion.....		27
Average rate of speed adopted by freight and accommodation trains, including stops.....		14
Rate of speed of same when in motion.....		18



## ADIRONDACK

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	2,510
Of animals.....	1,858
Of vegetable food.....	497
Other agricultural products.....	1,235
Manufactures.....	7,143
Merchandise.....	2,254
Other articles.....	653
Total.....	<u>16,150</u>

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.....	\$22,093 39
Repairs of bridges, trestles and turn-tables.....	1,573 01
Repairs of buildings.....	193 64
Repairs of fences and gates.....	972 44
Taxes on real estate.....	2,849 97
Total.....	<u>\$27,682 45</u>

## EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$2,855 45
Repairs of passenger and baggage cars.....	957 02
Repairs of freight and other cars.....	1,816 53
Incidental expenses, including oil, fuel, clerk, watchmen, etc., about shops.....	156 17
Total.....	<u>\$5,785 17</u>

## EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$509 03
Agents and clerks.....	5,939 63
Labor: loading and unloading freight.....	1,550 93
Porters, watchmen and switchtenders.....	1,548 05
Wood and water station attendance.....	306 00
Conductors, baggage and brakemen.....	2,525 43
Enginemen and firemen.....	1,936 90
Fuel: cost and labor preparing for use.....	3,838 39
Oil and waste for engines and tenders and cars.....	970 55
Loss and damage of goods and baggage.....	155 57
General superintendence.....	2,000 00
Repairs and maintenance of telegraph.....	925 78
Car service and use of rolling stock.....	5,297 82
Contingencies.....	1,237 34
Total.....	<u>\$28,781 42</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$27,682 45
Repairs of machinery.....	5,785 17
Operating.....	28,781 42
Total.....	<u>\$62,249 04</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## EARNINGS.

From passengers.....	\$24,707 16
From freight.....	37,573 45
From other sources.....	6,454 57
Total.....	<u>\$68,735 18</u>

Communications intended for this company should be addressed to the Receiver of the ADIRONDACK COMPANY, Saratoga Springs, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable and believe them to be correct.

THOS. C. DURANT, *as Receiver of Adirondack Company.*

C. H. BALLARD, *Superintendent.*

(No. 2.)

**ADDISON, OSCEOLA AND COWANESQUE VALLEY.**

STATE OF NEW YORK, }  
*Steuben County,* } ss.:

H. C. McKAY, President, being duly sworn, says that the annexed report, which has been signed by him at the end thereof, is true and correct, according to the best of his knowledge, information and belief.

H. C. McKAY.

Subscribed and sworn to before me, }  
 this 29th day of November, 1878. }

F. W. LATTIMER,  
*Notary Public.*

Capital stock, as by charter.....	\$125,000 00
Amount of stock subscribed.....	21,250 00
Amount of stock paid in.....	2,125 00
Amount expended.....	675 00
Length of road, as per survey.....	12.42 miles.

H. C. McKAY, *President.*

ADDISON, N. Y., November 29, 1878.

(No. 3.)

**ALBANY AND SUSQUEHANNA.**

LESSOR.

STATE OF NEW YORK, }  
*Albany City and County,* } ss.:

WILLIAM L. M. PHELPS, Secretary and Treasurer of the Albany and Susquehanna Railroad Company, being sworn, deposes and says, that the statements in the

annexed report, which have been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) W. L. M. PHELPS.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

R. M. BARBER,

Com. of Deeds, Albany, N. Y.

#### STOCKS AND DEBTS.

Capital stock, as by charter*.....	\$1,400,000 00
Amount of stock subscribed.....	3,500,000 00
Amount paid in, as by last report.....	3,500,000 00
Total amount now paid in of capital stock.....	3,500,000 00
Funded debt, as by last report.....	6,045,000 00
Total amount now of funded debt.....	6,045,000 00
Total amount now of funded and floating debt.....	6,045,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

The property of this company was leased February 24, 1870, for the term of its charter, one hundred and fifty years from April 2, 1851, to the Delaware and Hudson Canal Company, that company paying a rental as follows, viz.: Six per cent upon the Albany city bonds, seven per cent upon the first, second and third mortgage bonds, seven per cent upon the capital stock, and \$1,000 for maintaining the organization. The interest and dividends are paid by the lessee directly to the stock and bondholders. A payment of \$5,000, semi-annually, is also made by the lessee to the trustees of the sinking fund of the city of Albany, and is invested by the latter in certain funds for the ultimate payment of the Albany city bonds issued to the lessor by the city of Albany. See act chap. 195, Laws of 1852.

The condition of said sinking fund, as per last report of the trustees, Nov. 1, 1877, is as follows, viz.:

#### RECEIPTS.

Two contributions of \$5,000 each.....	\$10,000 00
Interest on investments.....	7,920 00
Interest on deposits.....	476 26
Contributions received in previous years.....	95,000 00
Interest on investments heretofore reported.....	30,075 00
Interest on deposits heretofore reported.....	2,525 61
Total.....	\$145,996 87

#### DISBURSEMENTS.

Amount expended in previous years in the purchase of \$102,000 of the bonds issued by the city and loaned to the company, and which are held by the trustees as an investment.....	\$98,155 56
Purchase of \$30,000 water bonds, held as an investment.....	33,404 17
On deposit in bank†.....	14,437 14
Total.....	\$145,996 87

\* Increased to \$4,000,000 by act chapter 384, Laws of 1859, and further increased to \$5,000,000 by terms of the lease of the property to the Delaware and Hudson Canal Company, February 24, 1870, and reduced to and fixed at \$3,500,000 by an amendment to said lease, March 7, 1876; both the original and the amendment having been ratified by a unanimous vote of the stockholders of the Albany and Susquehanna Railroad Company, at their meetings held respectively May 3, 1870, and April 25, 1876.

† Drawing 4 per cent interest.

# RAILROAD REPORT.

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## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$1,949,826 46	\$1,949,826 46
For bridges .....	238,919 13	238,919 13
Superstructure, including iron.....	1,470,832 44	1,470,832 44
Passenger and freight stations, buildings and fixtures .....	291,642 20	291,642 20
Engine and car-houses, machine shops, machinery and fixtures.....	118,285 31	118,285 31
Land, land damages and fences.....	587,768 96	587,768 96
Locomotives and fixtures, and snow plows.....	338,053 08	338,053 08
Passenger and baggage cars.....	125,833 12	125,833 12
Engineering and agencies.....	214,945 60	214,945 60
Freight and other cars .....	328,074 07	328,074 07
Telegraph line.....	15,109 12	15,109 12
Contingents .....	193,572 50	193,572 50
Interest and discount.....	829,775 16	829,775 16
Total cost of road and equipment.....	\$6,702,637 15	\$6,702,637 15

## NAMES AND RESIDENCE OF OFFICERS OF THE COMPANY.

### Directors.

THOMAS DICKSON.....	Scranton, Pa.
COE F. YOUNG.....	Honesdale, Pa.
J. PIERPONT MORGAN.....	New York city.
CHARLES TRACY.....	New York city.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
ROBERT M. OLYPHANT.....	New York.
HENRY M. OLMSTED.....	Morristown, N. J.
ROBERT H. PRUYN.....	Albany, N. Y.
HENRY SMITH.....	Albany, N. Y.
WILLIAM L. M. PHELPS.....	Albany, N. Y.
MISARD HARDER.....	Cobleskill, N. Y.
JOHN WESTOVER.....	Richmondville, N. Y.
ARNOLD B. WATSON.....	Unadilla, N. Y.
DANIEL MANNING*.....	Albany, N. Y.

COE F. YOUNG .....	President, Honesdale, Pa.
ROBERT H. PRUYN.....	Vice-President, Albany, N. Y.
WILLIAM L. M. PHELPS.....	Treasurer and Secretary, Albany, N. Y.

Communications intended for this company should be addressed, A. & S. R. R. Co., Albany, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. L. M. PHELPS, *Secretary and Treasurer.*

\* Elected by the Common Council of the city of Albany, September 6, 1875, pursuant to section 8 of an act of the Legislature of the State of New York, entitled "An act to authorize the city of Albany to make a loan to the Albany and Susquehanna Railroad Company," passed April 19, 1862.



(No. 4.)

## ALBANY AND SUSQUEHANNA.

LESSEE.

STATE OF NEW YORK, }  
*New York County,* } ss.:

JAMES C. HARTT, Treasurer of the Delaware and Hudson Canal Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) JAMES C. HARTT.

Subscribed and sworn to before me, }  
 this 25th day of November, 1878. }

JOHN A. PATTISON,  
*Notary Public, Kings County.*

## COST OF ROAD AND EQUIPMENT, EXPENDED BY LESSEE.

	By last report.	By present report.
For graduation and masonry .....	\$298,319 66	\$302,293 01
For bridges .....	14,392 02	14,620 92
Superstructure, including iron .....	1,288,196 77	1,287,936 29
Passenger and freight stations, buildings and fixtures .....	118,150 86	117,996 36
Engine and car houses, machine shops, machinery and fixtures .....	84,948 98	84,948 93
Land, land damages and fences .....	9,239 97	12,087 30
Locomotives and fixtures, and snow plows .....	333,924 83	333,024 76
Passenger and baggage cars .....	52,974 68	54,099 65
Freight and other cars .....	785,332 96	795,509 03
Telegraph line .....	9,658 11	9,658 11
Total cost of road and equipment .....	\$2,995,138 79	\$3,012,174 36

## CHARACTERISTICS OF ROAD.

Length of road .....	142.51 miles.
Length of road in this State .....	142.51 "
Length of road laid .....	142.51 "
Length of road laid in this State .....	142.51 "
Length of double track, including sidings .....	34.40 "
Length of branches owned by the company, laid .....	34.78 "
Length of double track laid on same .....	2.84 "
Weight of rail, per yard, on main track .....	62 pounds.
Number of engine-houses and shops .....	5
Number of engines .....	51
Number of first-class passenger cars .....	20
Number of second-class and emigrant passenger cars .....	5

# RAILROAD REPORT.

9

Number of baggage, mail and express cars .....	14
Number of freight cars, including coal cars .....	1,759
Number of service cars .....	121
Length of main line of road.....	142.51 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	251,915
Number of miles run by freight trains.....	398,944
Number of passengers (all classes) carried in cars .....	304,685
Number of miles traveled by passengers, or number of passengers carried one mile.....	8,784,815
Number of tons of 2,000 pounds of freight carried in cars.....	468,011
Total movement of freight, or number of tons carried one mile .....	47,370,059
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	23½
Rate of speed of same when in motion .....	28
Average rate of speed adopted by express trains, including stops ...	28
Rate of speed of same when in motion .....	32
Average rate of speed adopted by freight trains, including stops....	9
Rate of speed of same when in motion .....	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	124
Average weight, in tons, of freight trains, exclusive of freight .....	328

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	15,361
Of animals .....	9,052
Of vegetable food .....	30,723
Other agricultural products .....	50,973
Manufactures .....	21,582
Merchandise .....	26,604
Coal.....	229,246
Other articles.....	84,470
Total .....	468,011

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	2½ cents.
For first-class way passengers.....	3 "
For emigrant through passengers.....	1 cent.

## ALBANY AND SUSQUEHANNA

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway.....	\$98,963 03	\$44,304 81	\$54,658 22
Repairs of bridges.....	11,378 05	5,275 03	6,103 02
Cost of iron used in repairs.....	32,904 50	11,774 86	21,129 64
Repairs of buildings.....	7,500 53	3,338 75	4,161 78
Repairs of fences and gates.....	6,385 46	2,949 29	3,436 17
Taxes on real estate.....	29,218 37	12,343 90	16,874 47
Totals.....	\$186,349 94	\$79,986 64	\$106,363 30
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$29,674 39	\$13,159 78	\$16,514 61
Repairs of passenger and baggage cars.....	12,352 42	12,352 42	.....
Repairs of freight cars.....	21,840 30	.....	21,840 30
Repairs of coal cars.....	39,275 94	.....	39,275 94
Totals.....	\$103,143 05	\$25,512 20	\$77,630 85

# EXPENSES—(Continued).

## OPERATING THE ROAD.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$8,284 32	\$4,072 67	\$4,211 65
Agents and clerks.....	38,662 68	10,010 78	28,651 90
Labor: loading and unloading freight.....	9,763 82	.....	9,763 82
Porters, watchmen and switch tenders.....	17,291 22	5,383 22	11,908 00
Wood, coal and water station attendance.....	4,166 83	1,284 63	2,882 20
Conductors, baggage and brakemen.....	43,206 61	15,583 98	27,622 63
Enginemen and firemen.....	50,024 15	14,806 94	35,417 21
Fuel: cost and labor of preparing for use.....	65,458 78	19,566 29	45,892 49
Oil and waste for engines and tenders.....	5,475 83	2,439 07	3,036 76
Oil and waste for freight cars.....	3,041 93	.....	3,041 93
Oil and waste for passenger and baggage cars.....	649 18	649 18	.....
Loss and damage of goods and baggage.....	885 10	13 83	871 27
Damage for injuries of persons.....	2,139 26	1,774 26	365 00
Damage to property, including damages by fire and cattle killed on road.....	1,747 71	532 40	1,215 31
General superintendence.....	3,784 99	1,664 75	2,120 24
Contingencies.....	35,616 51	13,737 49	21,879 02
Totals.....	\$290,198 92	\$91,319 49	\$198,879 43



## ALBANY AND SUSQUEHANNA

## SUBDIVISION OF CONTINGENCIES.

Cleaning, warming and lighting cars .....	\$1,709 19
Car service .....	4,838 14
Trackage .....	169 65
Telegraph .....	15,159 47
Lackawanna palace car expenses .....	2,061 60
Miscellaneous .....	11,678 46
Total .....	<u>\$35,616 61</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$186,349 94	\$79,986 64	\$106,363 30
Repairs of machinery .....	103,143 05	25,512 20	77,630 85
Operating .....	290,198 92	91,319 49	198,879 43
Totals .....	<u>\$579,691 91</u>	<u>\$196,818 33</u>	<u>\$382,873 58</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.			
From passengers .....		\$290,427 24	
From freight .....		811,379 73	
From other sources .....		4,196 37	
Total .....		<u>\$1,106,003 34</u>	
2d. RECEIPTS.			
From passengers .....		\$290,427 24	
From freight .....		811,379 73	
Rents .....	\$1,031 65		
Telegraph .....	3,164 72		
			4,196 37
Total .....		<u>\$1,106,003 34</u>	
3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.			
For transportation expenses .....		\$579,691 91	
* Rentals: Albany and Susquehanna, Cherry Valley, Sharon and Albany, Schenectady and Duanesburgh .....		704,124 79	
Total .....		<u>\$1,283,816 70</u>	

## ACCIDENTS.

April 18, 1878 .....	Killed. 1
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## \* ALBANY AND SUSQUEHANNA RAILROAD RENTALS.

Dividends on stock, \$3,500,000, at 7 per cent. ....	\$245,000 00
Interest on bonds, \$5,045,000, at 7 per cent. ....	423,150 00
	<u>\$668,150 00</u>
Less interest on locomotives .....	5,621 44
	<u>\$662,528 56</u>

## LEASES.

Schenectady and Duanesburgh .....	30,000 00
Cherry Valley, Sharon and Albany .....	10,596 23
Maintaining organization, Albany & Susquehanna .....	1,000 06
	<u>\$704,124 79</u>

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

April 18. John Lawlor, employe, killed; run over by car detached from train while switching at New Scotland Station.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ARIEL A. LOW .....	New York.
ROBERT LENOX KENNEDY .....	New York.
JAMES M. HALSTED .....	New York.
LEGRAND B. CANNON .....	New York.
GEORGE CABOT WARD .....	New York.
JAMES ROOSEVELT .....	Hyde Park, N. Y.
JAMES R. TAYLOR .....	New York.
THOMAS DICKSON .....	Scranton, Pa.
JOHN JACOB ASTOR .....	New York.
THOMAS CORNELL .....	Rondout, N. Y.
LEVI P. MORTON .....	New York.
J. PIERPONT MORGAN .....	New York.
ROBERT S. HONE .....	New York.

THOMAS DICKSON .....	President.
JAMES C. HARTT .....	Treasurer.
GEORGE L. HAIGHT .....	Secretary.
CHARLES W. WENTZ .....	Engineer.
COE F. YOUNG .....	General Manager.

Communications intended for this company should be addressed, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*

(No. 5.)

ALBANY AND VERMONT.

STATE OF NEW YORK, } ss.:  
*Rensselaer County,*

E. THOMPSON GALE, President, and T. W. LOCKWOOD, Secretary and Treasurer of the Albany and Vermont Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) E. THOMPSON GALE,  
T. W. LOCKWOOD.

Subscribed and sworn to before me, }  
this 29th day of October, 1878. }

G. H. PERRY,  
*Notary Public, Troy, N. Y.*

## STOCKS AND DEBTS.

Capital stock, as by charter .....	\$600,000 00
Amount of stock subscribed .....	600,000 00
Amount paid in, as by last report. ....	600,000 00
Total amount now paid in of capital stock. ....	600,000 00

This road is leased in perpetuity to the Rensselaer and Saratoga Railroad Company, June 12, 1860, and is operated by the Delaware and Hudson Canal Company.

## COST OF ROAD AND EQUIPMENT.

For graduation and masonry .....	\$600,000 00
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## CHARACTERISTICS OF ROAD.

Length of road .....	12 miles.
Length of road in this State .....	12 "
Length of main line of road from Albany to Waterford Junction. ...	12 "

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From rents from R. & S. R. R. Co. ....	\$20,000 00
Dividend on other stock .....	800 00
Total .....	\$20,800 00

## 2D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—amount and rate per cent, 3 per cent. ...	\$18,000 00
To payments to surplus fund. ....	1,600 00
* Rent to R. & S. R. R. Co. ....	800 00
Office expenses .....	400 00
Total .....	\$20,800 00
Total amount of surplus fund. ....	\$2,891 56

## NAMES AND RESIDENCE OF OFFICERS OF THE COMPANY.

## Directors.

E. THOMPSON GALE. ....	Troy, N. Y.
JOSEPH M. WARREN .....	Troy, N. Y.
JAMES FORSYTH .....	Troy, N. Y.
WM. HOWARD HART .....	Troy, N. Y.
CHAS. W. TILLINGHAST .....	Troy, N. Y.
BENJ. H. HALL .....	Troy, N. Y.
CORNELIUS L. TRACY .....	Troy, N. Y.
THOMAS W. LOCKWOOD .....	Troy, N. Y.
JOHN L. THOMPSON .....	Troy, N. Y.
GEORGE H. CRAMER .....	Troy, N. Y.
THOMAS WHITE .....	Troy, N. Y.
DUDLEY TIBBITS .....	Troy, N. Y.

E. THOMPSON GALE. .... President.

T. W. LOCKWOOD .... Treasurer and Secretary.

\* NOTE—Annual rent for settlement of real estate claims in Albany.

State Engineer and Surveyor.

Communications intended for this company should be addressed, T. W. LOCKWOOD, Savings Bank Building, State street, Troy, Rensselaer County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) E. THOMPSON GALE, *President*.  
T. W. LOCKWOOD, *Treasurer*.

(No. 6.)

### ATLANTIC AND GREAT WESTERN.

STATE OF PENNSYLVANIA, } ss.:  
Crawford County, }

F. E. RITTMAN, Treasurer, and P. D. COOPER, General Superintendent of operations of the Atlantic and Great Western Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) F. E. RITTMAN,  
P. D. COOPER.

Subscribed and sworn to, as to F. E. Rittman, }  
before me, this 27th day of November, 1878. }

GEORGE W. ADAMS, *Notary Public*.

STATE OF OHIO, } ss.:  
Cuyahoga County, }

Subscribed and sworn to, as to P. D. Cooper, }  
this 29th day of November, 1878. }

J. F. WAWN, *Notary Public*.

#### STOCK AND DEBTS PREVIOUS TO THE TIME OF THE APPOINTMENT OF THE RECEIVER ON 9TH DECEMBER, 1874.

Capital stock, as by charter .....	\$54,000,000 00
Amount paid in, as by last report .....	34,675,804 10
Total amount now paid in of capital stock .....	34,675,804 10
Funded debt, as by last report .....	68,994,811 28
Total amount now of funded debt .....	68,850,311 28
Floating debt, as by last report .....	6,475,126 80
The amount now of floating debt* .....	.....
Total amount now of funded and floating debt .....	68,850,311 28
Average rate, per annum, of interest on funded debt .....	7 per cent.

\*The floating debt cannot be given, as several large amounts due to, and due by the Company, are in litigation, and the definite amount for settlement cannot be arrived at.



**COST OF ROAD AND EQUIPMENT PREVIOUS TO THE TIME OF THE APPOINTMENT OF THE  
RECEIVER ON 9TH DECEMBER, 1874.**

	By last report.	By present report.
For graduation and masonry .....	\$71,337,623 70	\$71,303,241 72
For bridges .....		
Superstructure, including iron.....		
Passenger and freight stations, buildings and fixtures .....		
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages and fences .....	9,942,072 51	9,935,148 97
Locomotives, fixtures and snow plows, passenger and baggage cars, engineering and agencies .....		
Freight and other cars.....		
Total cost of road and equipment.....	\$81,279,696 21	\$81,238,390 69

The property of this company was purchased at a foreclosure sale, and no division has ever been made in accordance with the nomenclature used in the above table. The figures given are approximate.

**NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.**

*Directors.*

JAMES F. CLARK.....	Cleveland, O.
JOHN TOD .....	Cleveland, O.
DANIEL P. EELLS.....	Cleveland, O.
S. L. MATHER.....	Cleveland, O.
W. H. UPSON .....	Akron, O.
GEO. T. PERKINS .....	Akron, O.
JOHN STAMBAUGH.....	Youngstown, O.
HENRY E. PARSONS.....	Ashtabula, O.
JAMES H. FAY .....	New York City.
J. CLINTON GRAY.....	New York City.
A. HEGEWISCH .....	New York City.
THOS. WARNOCK.....	Meadville, Pa.

JAMES F. CLARK.....	President, Cleveland, O.
FRED. E. RITTMAN.....	Treasurer, Meadville, Pa.
THOS. WARNOCK.....	Secretary, Meadville, Pa.
P. D. COOPER.....	Superintendent, Cleveland, O.

Communications intended for this company should be addressed, THOS. WARNOCK, Meadville, Crawford County, Penn.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

F. E. RITTMAN, *Treasurer.*

P. D. COOPER, *General Superintendent.*

(No. 7.)

## ATLANTIC AND GREAT WESTERN,

RECEIVER.

NOTE.—The property of the Atlantic and Great Western Railroad Company was in the hands of J. H. DEVEREUX, Receiver, and operated by him during the period represented in this report.

STATE OF OHIO, }  
Cuyahoga County, } ss.:

JOHN H. DEVEREUX, Receiver, and P. D. COOPER, acting Superintendent of operations of the Atlantic and Great Western railroad, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

JOHN H. DEVEREUX.

P. D. COOPER.

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

J. T. WAGN,

Notary Public.

## COST OF ROAD AND EQUIPMENT, AS EXPENDED BY THE RECEIVER.

	By last report.	By present report.
For graduation and masonry .....	\$9,312 50	\$13,920 11
For bridges .....	27,688 45	30,059 72
Superstructure, including iron .....	80,643 88	97,112 67
Passenger and freight stations, buildings and fixtures .....	45,671 97	74,056 30
Engine and car-houses, machine shops, machinery and fixtures .....	24,414 65	30,565 51
Land, land damages and fences .....	13,613 91	15,134 21
Locomotives and fixtures, and snow plows .....	21,774 13	21,774 13
Passenger and baggage cars .....	4,816 77	4,876 19
Freight and other cars .....	9,971 47	17,785 56
Engineering and agencies .....	7,512 57	9,317 82
Total expended by the Receiver for road and equipment .....	\$245,420 30	\$314,602 22

## ATLANTIC AND GREAT WESTERN

## CHARACTERISTICS OF ROAD.

Length of road.....	387.50 miles.
Length of road in this State.....	49.24 "
Length of road laid.....	387.50 "
Length of road laid in this State.....	49.24 "
Length of branches owned and leased by the company, laid.....	124.56 "
Length of double track laid on same.....	None.
Weight of rail, per yard, on main track.....	56 to 68 lbs.
Number of engine-houses and shops.....	15
Number of engines.....	165
Number of first-class passenger cars.....	12
Number of second-class and emigrant passenger cars.....	28
Number of baggage, mail and express cars.....	32
Number of freight cars, including coal cars.....	2,484
Number of service cars.....	17
Number of caboose cars.....	97
Length of main line of road from Salamanca, N. Y., to Dayton, Ohio.....	387.50 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,029,540
Number of miles run by freight trains.....	3,326,642
Number of passengers (all classes) carried in cars.....	902,302
Number of miles traveled by passengers, or number of passengers carried one mile.....	36,254,145
Number of tons, of 2,000 pounds, of freight carried in cars.....	2,647,146
Total movement of freight, or number of tons carried one mile.....	327,792,474
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops.....	28
Rate of speed of same when in motion.....	40
Average rate of speed adopted by freight trains, including stops.....	10
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	92 65-100
Average weight, in tons, of freight trains, exclusive of freight.....	162 80-100

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	119,763
Of animals.....	145,199
Of vegetable food.....	240,851
Other agricultural products.....	88,852
Manufactures.....	231,703
Merchandise.....	164,074
Coal.....	704,661
Other articles.....	952,043
Total.....	2,647,146

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	2 to 2½ cents.
For first-class way passengers.....	3 "
For second-class through passengers.....	1½ to 2½ "
For emigrant through passengers.....	1 "

## RAILROAD REPORT.

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## EXPENSES.

## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION

	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$520,575 19	\$54,295 99	\$466,279 20
Repairs of bridges.....	19,108 95	1,993 06	17,115 89
Repairs of telegraph and operating the same.....	54,576 67	12,448 94	42,127 73
Cost of iron used in repairs.....	173,817 17	18,129 18	155,688 04
Allocated to passenger transportation:			
Length in feet.....	88,254 }		
Weight in pounds.....	1,780,113 }		
Allocated to freight transportation:			
Length in feet.....	757,902 }		
Weight in pounds.....	15,287,127 }		
Repairs of buildings.....	45,086 09	10,284 14	84,801 95
Repairs of fences and gates.....	20,775 66	4,909 29	15,866 37
Taxes on real estate.....	94,500 00	21,555 45	72,944 55
Totals.....	\$928,439 73	\$123,616 00	\$804,823 73

## REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$243,679 98	\$59,252 01	\$184,427 97
Repairs of passenger and baggage cars.....	60,139 01	60,139 01	
Repairs of freight cars.....	220,240 23		220,240 23
Repairs of tools and machinery in shops.....	20,341 43	3,620 01	16,721 42
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	83,994 65	17,263 73	66,730 92
Totals.....	\$628,395 32	\$140,280 76	\$488,114 56



## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$38,168 38	\$22,422 28	\$15,746 10
Agents and clerks .....	120,814 02	41,777 83	79,036 69
Labor: loading and unloading freight. ....	71,994 59	.....	71,994 59
Porters, watchmen and switchtenders. ....	30,088 53	.....	27,681 46
Wood and water station attendance. ....	13,938 02	2,407 03	10,644 47
Conductors, baggage and brakemen. ....	307,674 15	3,293 55	242,202 95
Engineemen and firemen. ....	227,696 17	65,471 20	169,984 68
Fuel: cost and labor of preparing for use. ....	212,348 54	57,711 49	162,236 53
Oil and waste for engines and tenders. ....	22,268 00	50,112 01	22,268 00
Oil and waste for freight cars. ....	8,599 04	.....	.....
Oil and waste for passenger and baggage cars. ....	5,999 26	8,599 04	.....
Loss and damage of goods and baggage. ....	5,098 85	22 00	5,977 26
Damage for injuries of persons. ....	1,673 71	1,203 88	8,890 17
Damage to property, including damages by fire and cattle killed on road. ....	108,986 99	871 87	1,201 84
General superintendence. ....	294,446 78	29,743 47	79,243 52
Contingencies .....		36,422 41	268,023 87
Totals .....	\$1,469,689 03	\$319,557 41	\$1,150,131 62

# RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

Wrecking.....	\$2,857 39
Switching.....	197,655 95
Special trains.....	751 86
Ice.....	644 19
Detectives and police.....	5,216 54
Station supplies.....	22,845 50
Station furniture and fixtures.....	1,590 38
Expense of hoist and transfer at Dayton, Ohio.....	12,493 02
Expense of other hoists.....	3,641 57
Miscellaneous supplies for trains.....	29,777 62
Cleaning passenger cars, inside.....	6,059 52
Legal expenses.....	10,912 24
Total.....	<u>\$294,445 78</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$928,439 73	\$123,616 00	\$804,823 73
Repairs of machinery.....	628,395 32	140,280 76	488,114 56
Operating.....	1,469,689 03	319,557 41	1,150,131 62
Totals.....	<u>\$3,026,524 08</u>	<u>\$583,454 17</u>	<u>\$2,443,069 91</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

### 1st. EARNINGS.

From passengers.....	\$538,541 15
From freight.....	2,838,489 37
From other sources.....	167,259 86
Total.....	<u>\$3,544,290 38</u>

### 2d. RECEIPTS.

From passengers.....	\$538,541 15
From freight.....	2,838,489 37
Mail.....	\$39,498 71
Express.....	49,425 42
Switching, dockage, etc.....	65,136 57
Rent of buildings.....	1,355 66
Operating on docks.....	5,000 00
Operating Mansfield stock yards.....	400 00
Dividends on Sharon railway stock.....	6,443 50
	167,259 86
Total.....	<u>\$3,844,290 38</u>

### 3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$3,026,524 08
To payments to surplus fund.....	28,850 80
Liabilities, A. & G. W. R. R. Co., paid.....	81,965 34
Hire of cars and engines.....	344,491 58
Miscellaneous.....	57,846 74
Tolls over other roads.....	304,611 84
Total.....	<u>\$3,844,290 38</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 31.....	....	....	....	....	....	1	....	1
December 1.....	....	....	....	1	....	....	....	1
December 16.....	....	....	....	1	....	....	....	1
1878.								
January 21.....	....	....	....	....	1	....	1	....
February 15.....	....	....	....	....	1	....	1	....
March 31.....	....	....	....	1	....	....	....	1
April 9.....	....	....	....	....	....	1	....	1
April 22.....	....	....	....	....	1	....	1	....
May 21.....	....	....	....	....	1	....	1	....
June 4.....	....	....	....	1	....	....	....	1
September 28.....	....	....	1	....	....	....	1	....
Total.....	....	....	1	4	4	2	5	6

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:*

## 1877.

October 31. Jennie G. Nelson, resident, Chautauqua lake, injured; struck by engine while crossing track; thrown fifteen or twenty feet, and considerably bruised; whistle blown and bell rung; hard wind was blowing; want of caution.

December 1. Thomas O'Brien, brakeman, Jamestown, injured; cut in knee, and internally injured; brake-head came off, letting him fall to the ground.

December 16. John Minon, switchman, Salamanca, injured; both legs badly jammed while climbing upon cars running into switch; was struck by other cars; want of caution.

## 1878.

January 21. Frank, Bucktooth, Indian, Steamburgh, killed; was lying in cattle-guard, intoxicated, when train came along he raised his head up far enough for snow-plow to cut it off; his own fault.

February 15. Andrew Gusterforan, Kennedy, killed; laid his head on track and let train run over it; coroner's verdict to that effect.

March 31. O. E. Bern, brakeman, Bucktooth, injured; head and shoulders bruised; brake-wheel came off, letting him fall from top of train to the ground.

April 9. Walter Terry, Jamestown, injured; one foot crushed, trying to jump on a train to steal a ride; his own fault.

April 22. Charles Johnson, near D. A. V. and P. R. R. crossing, killed; lying on track, intoxicated; supposed to commit suicide; his own fault.

May 21. Wm. Horan or Houdan, tramp, D. A. V. and P. crossing, killed; coroner's verdict, came to his death by falling between cars while stealing a ride; his own fault.

June 14. Henry Baker, switchman, Salamanca, injured; end of finger smashed, coupling; amputated; want of caution.

September 28. G. N. Baker, brakeman, D. A. V. and P. crossing, killed; fell from train; was not seen to fall by trainmen.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

J. H. DEVEREUX .....	Receiver, Cleveland, Ohio.
F. E. RITTMAN .....	Treasurer, Meadville, Pa.
CHAS. LATIMER .....	Engineer, Cleveland, Ohio.
P. D. COOPER .....	Superintendent, Cleveland, Ohio.

Communications intended for this company should be addressed, THOMAS WARNOCK, Auditor, Meadville, Crawford county, Pennsylvania.

NOTE.—Report not signed.  
State Engineer and Surveyor.

(No. 8.)

#### AVON, GENESEO AND MOUNT MORRIS.

STATE OF NEW YORK, } ss.:  
Livingston County, }

MORTIMER F. REYNOLDS, President, and GEORGE W. PHELPS, Secretary and Treasurer of the Avon, Genesee and Mount Morris Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) M. F. REYNOLDS,  
GEO. W. PHELPS.

Subscribed and sworn to before me, by Geo. W. }  
Phelps, this 5th day of October, 1878. }

H. E. BROWN, Notary Public.

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$225,000 00
Amount of stock subscribed .....	225,000 00
Amount paid in, as by last report .....	225,000 00
Total amount now paid in of capital stock .....	225,000 00
Funded debt, as by last report .....	20,000 00
Total amount now of funded debt .....	20,000 00
Total amount now of funded and floating debt .....	20,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

For detailed report we would refer you to the New York, Lake Erie and Western Railroad Co., who are operating this road under lease made to the Erie R. R. Co., January, 1872.



## COST OF ROAD AND EQUIPMENT.

Total cost* .....	\$245,000 00
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## CHARACTERISTICS OF ROAD.

Length of road .....	19 miles.
Length of road in this State .....	19 "
Length of road laid .....	19 "
Length of road laid in this State .....	19 "
Length of double track, including sidings .....	1 "
Weight of rail, per yard, on main track .....	57 lbs.
Length of main line of road from Avon to Mount Morris town line .....	19 miles.

## RECEIPTS.†

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

M. F. REYNOLDS .....	Rochester.
GEO. ELLWANGER .....	Rochester.
WM. MUDGETT .....	Rochester.
HENRY L. FISH .....	Rochester.
WILLIS PHELPS .....	Springfield, Mass.
GEO. W. PHELPS .....	Mount Morris.
HIRAM P. MILLS .....	Mount Morris.
H. E. BROWN .....	Mount Morris.
D. H. FITZHUGH .....	Groveland.
WM. D. FITZHUGH .....	Mount Morris.
WM. A. WADSWORTH .....	Geneseo.
H. J. JEWETT .....	New York.
AMON BROWNSON .....	Rochester.

M. F. REYNOLDS..... President, Rochester.

GEO. W. PHELPS..... Treasurer and Secretary, Mount Morris.

Communications intended for this company should be addressed, M. F. REYNOLDS, Rochester, N. Y., or GEO. W. PHELPS, Mt. Morris, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and papers, and have examined them as far as practicable, and believe them to be correct.

(Signed)

M. F. REYNOLDS, *President.*

GEO. W. PHELPS, *Treasurer and Secretary.*

\* The above cost represents the total amount of stock and bonds.—*State Engineer and Surveyor.*

† NOTE.—Interest on stock .....	\$13,500 00
Interest on bonds .....	1,400 00
Organization expenses .....	100 00
Total .....	\$15,000 00

Paid by the New York, Lake Erie and Western Railroad Company as rental.

—*State Engineer and Surveyor.*

(No. 9.)

**BATH AND HAMMONDSPORT.**

STATE OF NEW YORK, }  
*Steuben County,* } ss. :

ALLEN WOOD, Lessee, and GEORGE A. SANDERS, acting Superintendent of operations of the Bath and Hammondsport Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) ALLEN WOOD,  
 GEORGE A. SANDERS.

Subscribed and sworn to before me, }  
 this 9th day of December, 1878. }

C. S. BRONNELL, *Notary Public.*

**STOCK AND DEBTS.**

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	78,000 00
Amount paid in, as by last report.....	75,350 00
Total amount now paid in of capital stock.....	75,350 00
Funded debt, as by last report.....	38,000 00
Total amount now of funded debt.....	38,000 00
Floating debt, as by last report.....	3,452 00
The amount now of floating debt.....	1,500 00
Total amount now of funded and floating debt.....	39,500 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

During the past year the main line of the Bath and Hammondsport Railroad has been extended one-tenth of a mile, in the village of Hammondsport, and one-fifth of a mile has been added to the side tracks. Extensive permanent improvements have also been made at the junction with the New York, Lake Erie and Western Railroad, at Bath.

This road is operated by Allen Wood, to whom it is leased by the company for ninety-nine years.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$27,014 79	\$27,114 79
For bridges .....	11,804 78	11,804 78
Superstructure, including iron.....	46,354 25	46,450 25
Passenger and freight stations, buildings and fixtures .....	914 66	964 66
Engine and car houses, machine shops, machinery and fixtures .....	412 74	412 74
Land, land damages and fences.....	21,931 84	21,931 84
Locomotives and fixtures, and snow plows .....	11,042 75	11,042 75
Passenger and baggage cars.....	5,577 27	5,577 27
Freight and other cars.....	1,414 98	1,414 98
Engineering and agencies.....	5,437 80	5,437 80
Total cost of road and equipment ....	\$131,905 86	\$132,151 86

## CHARACTERISTICS OF ROAD.

Length of road.....	9.05 miles*
Length of road in this State.....	9.05 "
Length of road laid .....	9.05 "
Length of road laid in this State.....	9.05 "
Length of double track, including sidings.....	.05 "
Weight of rail, per yard, on main track. ....	40 pounds.
Number of engine-houses and shops.....	1
Number of engines .....	2
Number of first-class passenger cars.....	3
Number of baggage, mail and express cars.....	1
Number of freight cars, including coal cars.....	6
Number of service cars.....	4
Length of main line of road from Bath to Hammondsport ....	9.05 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains*.....	}	18,864
Number of miles run by freight trains.....		13,687
Number of passengers (all classes) carried in cars.....		13,687
Number of miles traveled by passengers, or number of passengers carried one mile .....		134,790
Number of tons, of 2,000 pounds, of freight carried in cars .....		4,078
Total movement of freight, or number of tons carried one mile .....		40,000
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....		14
Rate of speed of same when in motion .....		15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....		30
Average weight, in tons, of freight trains, exclusive of freight .....		45

\* Passenger, freight and express trains run together.

# RAILROAD REPORT.

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## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	60
Of animals .....	29
Of vegetable food .....	134
Other agricultural products .....	176
Manufactures .....	157
Merchandise .....	838
Coal .....	991
Wine .....	847
Grapes .....	846
Total .....	<u>4,078</u>

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	4 cents.
For first-class way .....	<u>4 "</u>

Lake Kenka being the grape-growing region of the State, and Hammondsport the wine-producing center, our staple freight consists of grapes and wine.



## BATH AND HAMMONDSPORT

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting the cost of iron .....	\$780 00	\$390 00	\$390 00
Repairs of buildings .....	5 00	2 50	2 50
Repairs of fences and gates .....	20 00	10 00	10 00
Taxes on real estate .....	338 00	169 00	169 00
Totals .....	\$1,143 00	\$671 50	\$671 50
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$368 00	\$184 00	\$184 00
Depreciation of engines and tenders .....	100 00	50 00	50 00
Repairs of passenger and baggage cars .....	80 00	80 00	.....
Depreciation of passenger and baggage cars .....	10 00	5 00	5 00
Repairs of freight cars .....	20 00	.....	20 00
Repairs of tools and machinery in shops .....	25 00	10 00	15 00
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	10 00	.....	10 00
Totals .....	\$613 00	\$329 00	\$284 00

## RAILROAD REPORT.

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## EXPENSES — (Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$175 00	\$87 50	\$87 50
Agents and clerks ....	670 00	330 00	330 00
Labor: loading and unloading freight .....	100 00	.....	100 00
Conductors, baggage and brakemen .....	1,050 00	525 00	525 00
Enginemen and firemen .....	810 00	410 00	400 00
Fuel: cost and labor of preparing for use .....	680 15	340 00	340 15
Oil and waste for engines and tenders .....	75 00	50 00	25 00
Oil and waste for freight cars .....	27 00	.....	27 00
Oil and waste for passenger and baggage cars .....	25 00	25 00	.....
General superintendence .....	600 00	300 00	300 00
Contingencies .....	7 00	7 00	.....
<b>Totals .....</b>	<b>\$4,209 15</b>	<b>\$2,074 50</b>	<b>\$2,134 65</b>

## SUBDIVISION OF CONTINGENCIES.

Commission on tickets sold by outside agents ..... \$7 00

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$1,143 00	\$571 50	\$571 50
Repairs of machinery.....	613 00	329 00	284 00
Operating .....	4,209 15	2,074 50	2,134 65
Totals.....	\$5,965 15	\$2,975 00	\$2,990 15

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers ..... \$4,463 65  
 From freight..... 6,338 36  
 From other sources..... 420 00  
 Total ..... \$11,222 01

## 2d. RECEIPTS.

From passengers ..... \$4,463 65  
 From freight..... 6,338 36  
 Mail..... 420 00  
 Total ..... \$11,222 01

## 3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses.... \$5,965 15  
 For interest..... 2,660 00  
 To payments to surplus fund..... 398 86  
 To payments on floating debt..... 1,952 00  
 To payments on construction acts..... 246 00  
 Total ..... \$11,222 01  
 Total amount of surplus fund..... \$398 86

No accidents, causing injury to persons, or damage of any account to property, has occurred on this road during the year.

## NAMES AND RESIDENCES OF THE OFFICERS OF THE COMPANY.

## Directors.

G. W. NICHOLS..... Hammondsport.  
 J. W. DAVIS..... Hammondsport.  
 T. M. YOUNGLOVE..... Hammondsport.  
 S. S. FAIRCHILD..... Hammondsport.  
 JONATHAN ROBIE..... Bath.  
 WILLIAM RUMSEY..... Bath.  
 H. H. COOK..... Bath.  
 ALLEN WOOD..... Lessee.  
 M. H. HALL..... Secretary.  
 GEORGE A. SANDERS..... Superintendent.

Communications intended for this company should be addressed, ALLEN WOOD, Lessee, or GEORGE A. SANDERS, Superintendent, Hammondsport, Steuben Co., N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ALLEN WOOD, *Lessee.*  
GEORGE A. SANDERS, *Superintendent.*

(No. 10.)

### BLACK RIVER AND MORRISTOWN.

STATE OF NEW YORK, } ss.:  
Jefferson County, }

DAVID BEARUP, President of the Black River and Morristown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) DAVID BEARUP.

Subscribed and sworn to before me, }  
this 20th day of December, 1878. }

JASON C. MORROW,  
*Notary Public.*

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$600,000 00
Amount of stock subscribed.....	371,000 00
Amount paid in, as by last report.....	327,462 96
Total amount now paid in of capital stock.....	327,462 96
Funded debt, as by last report.....	500,000 00
Total amount now of funded debt.....	500,000 00
Total amount now of funded and floating debt.....	500,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

This road is operated by the Utica and Black River Company, forming a continuous line of road, in connection with the road of that company, from Utica to Ogdensburg. The report of the operations will appear in the report of that company.



*BLACK RIVER AND MORRISTOWN*

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$263,039 48	\$264,188 96
For bridges.....	13,699 39	13,699 39
Superstructure, including iron.....	304,467 57	304,467 57
Passenger and freight stations, buildings and fixtures.....	7,694 04	7,802 42
Engine and car houses, machine shops, machinery and fixtures.....	4,541 53	4,541 53
Land, land damages and fences.....	63,744 14	64,693 14
Engineering and agencies.....	19,824 01	19,824 01
Total cost of road and equipment.....	\$677,010 16	\$679,222 02

## CHARACTERISTICS OF ROAD.

Length of road.....	36.60 miles.
Length of road in this State.....	36.60 "
Length of road laid.....	36.60 "
Length of road laid in this State.....	36.60 "
Length of double track, including sidings.....	2.25 "
Weight of rail, per yard, on main track.....	56 pounds.
Number of engine-houses and shops.....	3
Length of main line of road from Philadelphia, N. Y., to Morristown, N. Y.....	36.60 miles.

## RECEIPTS.\*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM G. HOLMES.....	Philadelphia, N. Y.
DAVID BEARUP.....	Theresa, N. Y.
JOHN P. DOUGLASS.....	Theresa, N. Y.
JOSEPH FAYELL.....	Theresa, N. Y.
ALFRED A. HOLMES.....	Redwood, N. Y.
HENRY S. WHITE.....	Redwood, N. Y.
WILLIAM W. BUTTERFIELD.....	Redwood, N. Y.
ABEL P. MORSE.....	Hammond, N. Y.
CHARLES A. WOOSTER.....	Hammond, N. Y.
HENRY C. KING.....	Hammond, N. Y.
HENRY HOOKER.....	Morristown, N. Y.
CHARLES A. RICHARDSON.....	Morristown, N. Y.
W. V. BATTEL.....	Brier Hill, N. Y.

DAVID BEARUP..... President.

ALFRED A. HOLMES..... Treasurer and Secretary.

\*NOTE.—The Utica and Black River Railroad Company paid \$33,740.00 interest on the outstanding bonds of this company. No other rental was paid.

—State Engineer and Surveyor.

Communications intended for this company should be addressed, DAVID BEARUP, Theresa, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) DAVID BEARUP, *President.*

(No. 11.)

### BLACK RIVER AND ST. LAWRENCE.

STATE OF NEW YORK, } ss.:  
Lewis County.

SAMUEL H. BEACH, President, and WM. R. DODGE, Treasurer of the Black River and St. Lawrence Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) S. H. BEACH,  
WM. R. DODGE.

Subscribed and sworn to before me, }  
this 12th day of December, 1878. }

LEVI C. LAKE,  
*Notary Public.*

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$380,000 00
Amount of stock subscribed.....	183,500 00
Amount paid in, as by last report.....	144,988 55
Total amount now paid in of capital stock.....	144,988 55
Floating debt, as by last report.....	135 00
The amount now of floating debt.....	135 00
Total amount now of funded and floating debt.....	135 00

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....		
For bridges.....	\$87,542 84	\$87,542 84
Superstructure, including iron.....		
Engine and car houses, machine shops, machinery and fixtures.....	500 00	500 00
Land, land damages and fences.....	12,436 05	12,436 05
Locomotives and fixtures, and snow plows.....	10,121 86	10,121 86
Freight and other cars.....	7,028 07	7,028 07
Engineering and agencies.....	26,793 76	26,793 76
Total cost of road and equipment.....	\$144,422 58	\$144,422 58

*BLACK RIVER AND ST. LAWRENCE*

## CHARACTERISTICS OF ROAD.

Length of road .....	38 miles.
Length of road in this State .....	38 "
Length of road laid .....	12 "
Length of road laid in this State .....	12 "
Number of engines .....	1

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

S. H. BEACH .....	Harrisville, N. Y.
JOS. PAHUD .....	Harrisville, N. Y.
W. R. DODGE .....	Gouverneur.
SILAS BACON .....	Pitcairn.
L. D. GEER .....	Pitcairn.
G. M. GLEASON .....	Gouverneur.
LYMAN BARBER .....	Diana.
WM. HUNT .....	Natural Bridge.
L. J. GOODALE .....	Carthage.
S. S. HOYT .....	Carthage.
H. W. HAMMOND .....	Carthage.
S. H. BEACH .....	President.
W. R. DODGE .....	Treasurer.
JOS. PAHUD .....	Secretary.

Communications intended for this company should be addressed, Harrisville, Lewis county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed) S. H. BEACH, *President.*  
WM. R. DODGE, *Treasurer.*

(No. 12.)

**BOSTON AND ALBANY.**

STATE OF NEW YORK, ss.:

D. WALDO LINCOLN, President, and CHARLES O. RUSSELL, acting Superintendent of operations of the Boston and Albany Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

D. WALDO LINCOLN,  
C. O. RUSSELL.

Subscribed and sworn to before me, }  
this 5th day of November, 1878. }

WM. K. BAKER,

*Justice of the Peace.***STOCKS AND DEBTS.**

Capital stock, as by charter .....	\$27,325,000 00
Amount of stock subscribed .....	20,000,000 00
Amount paid in, as by last report .....	20,000,000 00
Total amount now paid in of capital stock .....	20,000,000 00
Funded debt, as by last report .....	7,001,000 00
Total amount now of funded debt .....	7,000,000 00
Floating debt, as by last report .....	1,003,056 75
The amount now of floating debt .....	541,125 25
Total amount now of funded and floating debt .....	7,541,125 25
Average rate, per annum, of interest on funded debt .....	6 and 7 per ct.

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For graduation and masonry .....	\$6,333,343 95	\$6,333,343 95
For bridges .....	1,182,731 13	1,182,731 13
Superstructure, including iron .....	5,795,293 04	5,795,293 04
Passenger and freight stations, buildings and fixtures .....	2,947,617 89	2,947,617 89
Engine and car houses, machine shops, machinery and fixtures .....	1,293,718 76	1,293,718 76
Land, land damages and fences .....	5,173,713 61	5,173,713 61
Locomotives and fixtures, and snow plows .....	1,215,000 00	1,215,000 00
Passenger and baggage cars .....	488,000 00	488,000 00
Freight and other cars .....	1,442,400 00	1,442,400 00
Engineering and agencies .....	1,642,298 12	1,642,298 12
Total cost of road and equipment .....	\$27,514,116 50	\$27,514,116 50

## CHARACTERISTICS OF ROAD.

Length of road .....	201.65 miles.
Length of road in this State .....	39.30 "
Length of road laid .....	201.65 "
Length of road laid in this State .....	39.30 "
Length of double track, including sidings .....	371.81 "
Length of branches owned and leased by the company, laid .....	119.83 "
Length of double track laid on same .....	1 "
Weight of rail, per yard, on main track .....	63 pounds.
Number of engine-houses and shops .....	23
Number of engines .....	243
Number of first-class passenger cars .....	184
Number of baggage, mail and express cars .....	55
Number of freight cars, including coal cars .....	5,424
Length of main line of road from Boston to Albany .....	201.65 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	1,385,825
Number of miles run by freight trains .....	3,638,358
Number of passengers (all classes) carried in cars .....	5,200,641
Number of miles traveled by passengers, or number of passengers carried one mile .....	101,221,955
Number of tons of 2,000 pounds, of freight carried in cars .....	2,642,555
Total movement of freight, or number of tons carried one mile .....	329,708,573
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	25
Rate of speed of same when in motion .....	30
Average rate of speed adopted by express trains, including stops .....	38
Rate of speed of same when in motion .....	37
Average rate of speed adopted by freight trains, including stops .....	12
Rate of speed of same when in motion .....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	156
Average weight, in tons, of freight trains, exclusive of freight .....	212

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	150,000
Of animals .....	30,000
Of vegetable food .....	103,000
Other agricultural products .....	107,000
Manufactures .....	160,000
Merchandise .....	580,000
Coal .....	284,000
Other articles .....	1,168,555
Total .....	2,642,555

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	2.37 cents.
For first-class way .....	3 "
For emigrant through .....	1.50 "



## EXPENSES.

## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$525,795 22	\$144,735 85	\$381,059 37
Repairs of bridges. ....	99,933 93	27,509 32	72,444 61
Cost of iron used in repairs:			
Allotted to passenger transportation:			
Length in feet. ....	45,883		
Weight in pounds. ....	963,547		
Allotted to freight transportation:			
Length in feet. ....	120,753	20,119 82	52,984 68
Weight in pounds. ....	2,535,945		
Repairs of buildings. ....	213,040 87	53,633 11	154,407 76
Repairs of fences and gates. ....	8,923 99	2,456 06	6,467 93
Taxes on real estate. ....	286,649 65	78,891 73	207,757 93
Totals. ....	\$1,207,408 16	\$332,345 88	\$875,122 28
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$300,674 36	\$32,751 60	\$217,922 76
Repairs of passenger and baggage cars. ....	86,916 99	86,916 99	.....
Repairs of freight cars. ....	403,510 98	.....	403,510 98
Repairs of tools and machinery in shops. ....	20,872 62	5,719 79	15,152 83
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	16,693 66	4,594 43	12,099 23
Totals. ....	\$828,668 61	\$179,982 81	\$648,685 80

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$26,019 94	\$7,161 21	\$18,858 73
Agents and clerks .....	666,279 98	163,075 41	508,204 57
Labor: loading and unloading freight .....	160,664 27	44,218 02	116,446 25
Porters, watchmen and switchtenders .....	34,776 42	9,571 17	25,205 25
Wood and water station attendance .....	374,893 50	102,447 00	272,446 50
Conductors, baggage and brakemen .....	319,835 51	82,469 98	237,365 53
Enginemen and firemen .....	571,684 29	157,556 19	414,128 10
Fuel: cost and labor of preparing for use .....	29,765 74	8,210 31	21,555 43
Oil and waste for engines and tenders .....	21,555 44	.....	21,555 44
Oil and waste for freight cars .....	8,210 31	8,210 31	.....
Oil and waste for passenger and baggage cars .....	15,932 38	.....	15,932 38
Loss and damage of goods and baggage .....	86,527 61	86,527 61	.....
Damage for injuries of persons .....	2,364 25	650 69	1,713 56
Damage to property, including damages by fire, and cattle killed on road .....	69,981 84	19,260 40	50,721 44
General superintendence .....	39,369 02	10,835 14	28,533 88
Contingencies .....	.....	.....	.....
Totals .....	\$2,377,860 50	\$650,193 44	\$1,727,667 06
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc .....	\$1,207,468 16	\$332,345 88	\$875,122 28
Repairs of machinery .....	828,668 61	179,982 81	648,685 80
Operating .....	2,377,860 50	650,193 44	1,727,667 06
Totals .....	\$4,413,997 27	\$1,162,522 13	\$3,251,475 14

## RAILROAD REPORT.

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## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	\$2,537,936 81
From freight .....	3,734,130 93
From other sources .....	361,465 67
Total .....	\$6,633,533 41

## 2d. RECEIPTS.

From passengers .....	\$2,275,351 00
From freight .....	3,721,436 48
Express .....	\$182,062 61
Mails .....	80,523 20
Car service .....	12,694 45
Rents .....	118,419 28
Elevators and warehouses .....	243,046 39
	636,745 93
Total .....	\$6,633,533 41

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$4,413,997 27
For interest .....	485,158 98
For dividends on stock—amount and rate per cent, 8 per cent. . .	1,600,000 00
To payments to surplus fund .....	59,377 16
Ware River Railroad .....	52,500 00
Pittsfield & North Adams Railroad .....	22,500 00
Total .....	\$6,633,533 41

\*Total amount of surplus fund. .... \$2,425,060 42

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 17 .....	...	...	1	...	...	...	1	...
October 26 .....	...	...	...	...	1	...	1	...
November 20 .....	...	...	1	...	...	...	1	...
1878.								
March 28 .....	...	...	1	...	...	...	1	...
March 29 .....	...	...	1	...	...	...	1	...
May 17 .....	...	...	...	...	1	...	1	...
July 12 .....	...	...	1	...	...	...	1	...
July 18 .....	...	...	1	...	...	...	1	...
Totals .....	...	...	6	...	2	...	8	...

\*surplus of Sept. 30, 1877, \$2,380,395.07, has been charged with \$14,711.81 unreliable accounts.

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1877.

October 17. James Proctor, employe, fell from freight train between Chatham and East Chatham ; was run over and killed.

October 26. Hiram Winslow stepped in front of an express train at Chatham, and was killed.

November 20. Jeremiah Cadegar, employe, fell from freight car at Chatham ; was run over and died same day.

1878.

March 28. Joseph McElroy, employe, jumped from an engine at Greenbush, was struck by another engine and killed.

March 29. Michael Kane, employe, while unloading lumber at Greenbush, fell, striking upon his head, and was killed.

May 17. Isaac Johnson, while walking upon the track between Van Hosen and Kinderhook, was struck by train and died same day.

July 12. A. V. D. Smith, employe, fell from train near Canaan ; was run over and died the 13th.

July 18. Abram Rockefeller, employe, while standing upon the track at Greenbush, was run over and killed.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

D. WALDO LINCOLN.....	Worcester, Mass.
CHESTER W. CHAPIN.....	Springfield, Mass.
IGNATIUS SARGENT.....	Brookline, Mass.
MOSES KIMBALL.....	Boston, Mass.
JOHN CUMMINGS.....	Woburn, Mass.
HENRY COLT.....	Pittsfield, Mass.
GEORGE A. CROCKER.....	New Bedford, Mass.
EDWARD B. GILLETTE.....	Westfield, Mass.
JOSEPH H. CHADWICK.....	Boston, Mass.
CHARLES L. WOOD.....	New Bedford, Mass.
THOMAS TALBOT.....	North Billerica, Mass.
DARIUS N. SKILLINGS.....	Winchester, Mass.
FRANCIS B. HAYES.....	Boston, Mass.

D. WALDO LINCOLN.....	President, Worcester.
CHARLES E. STEVENS.....	Treasurer, Boston.
JAMES A. RUMRELL.....	Secretary, Springfield.
WILLIAM H. RUSSELL.....	Engineer, Springfield.
CHARLES O. RUSSELL.....	Superintendent, Springfield.

Communications intended for this company should be addressed, BOSTON AND ALBANY RAILROAD COMPANY, Boston or Springfield, Mass.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) D. WALDO LINCOLN, *President.*  
CHAS. O. RUSSELL, *Superintendent.*

(No. 13.)

**BOSTON, ALBANY AND SCHENECTADY.**

STATE OF NEW YORK, }  
*Albany County,* } ss.:

J. W. VAN VALKENBURGH, Vice-President of the Boston, Albany and Schenectady Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) J. W. VAN VALKENBURGH.

Subscribed and sworn to before me, }  
 this 5th day of December, 1878. }

S. A. ROCKFELLOW,  
*Notary Public, New York County.*

**STOCK AND DEBTS.**

Capital stock.....	\$2,000,000 00
Amount of stock subscribed.....	51,000 00
Amount paid in, as by last report.....	5,100 00
Total amount now paid in of capital stock.....	5,100 00

This company has enacted, by by-law and resolution of its Board of Directors, that all salaries of its officers and employes shall be payable in the stock of the company, and that no debt shall be contracted by its officers, directors or employes, unless it shall be payable in the stock of the company.

**COST OF ROAD AND EQUIPMENT.**

	Last report.	Present report.
Engineering and agencies, office expenses, salaries, stationery .....	\$11,400 00	\$11,400 00

**CHARACTERISTICS OF ROAD.**

Length of road.....	49 miles.
Length of road in this State.....	49 "
Length of main line of road from State Line to Schenectady.....	49 "



# BOSTON, HOOSAC TUNNEL AND ALBANY

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

GEO. M. BUTTRICK .....	Boston, Mass.
EDWARD CRANE .....	New York.
EDWARD APPLETON .....	Boston, Mass.
J. C. MOORE .....	Albany, N. Y.
ANTHONY N. BRADY .....	Albany, N. Y.
J. D. FEATHERSTONAUGH .....	Schenectady, N. Y.
C. A. WINSHIP .....	Eagle Mills, N. Y.
J. W. VAN VALKENBURGH .....	Albany, N. Y.
S. H. SWEET .....	Albany, N. Y.
WM. MCEWAN .....	Albany, N. Y.
WM. J. WEAVER .....	Albany, N. Y.
D. M. CHADSEY .....	Schenectady, N. Y.
J. D. CAMPBELL .....	Schenectady, N. Y.

GEO. M. BUTTRICK .....	President, Boston, Mass.
J. W. VAN VALKENBURGH .....	Vice-President, Albany, N. Y.
GEO. LEONARD .....	Treasurer, Boston, Mass.
W. J. WEAVER .....	Secretary, Albany, N. Y.
EDWARD APPLETON .....	Engineer, Boston, Mass.

Communications intended for this company should be addressed, J. W. VAN VALKENBURGH, 3 Park place, Albany, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) J. W. VAN VALKENBURGH, *Vice-President.*

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(No. 14.)

## BOSTON, HOOSAC TUNNEL AND ALBANY.

STATE OF NEW YORK, }  
*Albany County,* } ss.:

JOHN W. VAN VALKENBURGH, President of the Boston, Hoosac Tunnel and Albany Railroad Company, being sworn, for himself deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) J. W. VAN VALKENBURGH.

Subscribed and sworn to before me, }  
 this 1st day of February, 1879. }

WM. H. TERRELL, *Notary Public, Albany, N. Y.*

At a meeting of the Board of Directors of the Boston, Hoosac Tunnel and Albany Railroad Company, held at Albany, June 20, 1878, the following resolution was adopted by a vote of two-thirds of all the directors voting in favor thereof:

*Resolved*, That the resolution adopted by this board, at a meeting held October 6, 1874, changing the line of route of this road, be and the same is hereby rescinded.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$260,000 00
Amount of stock subscribed .....	34,000 00
Amount paid in, as by last report .....	3,400 00
Total amount now paid in of capital stock .....	22,700 00
Total amount now of floating debt .....	9,100 00
Total amount of funded and floating debt .....	9,100 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land, land damages and fences .....		\$6,000 00
Office expenses, contingencies, etc. ....	\$1,908 00	21,408 00
Total .....	\$1,908 00	\$27,408 00

## CHARACTERISTICS OF ROAD.

Length of road .....	26 miles.
Length of road in this State .....	26 "
Length of main line of road from Albany to State line .....	26 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WM. T. FELTON .....	New York.
HENRY A. TILDEN .....	New Lebanon.
JOHN M. CASE .....	New York.
MARVIN SACKETT .....	New Lebanon.
JOSEPH D. HANCE .....	Albany.
JOHN W. VAN VALKENBURGH .....	Albany.
J. H. PRATT .....	Greenbush.
S. H. SWEET .....	Albany.
T. B. SIMMONS .....	Greenbush.
ALEX. MORRIS .....	Greenbush.
DAVID PHILLIPS .....	Greenbush.
J. W. GASCOIGNE .....	Greenbush.
J. HENDRICKSON .....	Albany..
J. W. VAN VALKENBURGH .....	President.
ALEX. MORRIS .....	Treasurer.
JAMES W. GASCOIGNE .....	Secretary.

Communications intended for this company should be addressed, J. W. VAN VALKENBURGH, No. 135 Broadway, Albany, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN W. VAN VALKENBURGH, *President.*

(No. 15.)

## BOSTON, HOOSAC TUNNEL AND WESTERN.

STATE OF MASSACHUSETTS, } ss.:  
*Suffolk County,*

WILLIAM L. BURT, President, and ESTES HOWE, Treasurer of the Boston, Hoosac Tunnel and Western Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) WM. L. BURT.  
 ESTES HOWE.

Subscribed and sworn to before me, }  
 this 16th day of December, 1878. }

JAMES G. HARRIS, *Notary Public.*

## STOCKS AND DEBTS.

Capital stock as by charter. ....	\$10,000,000 00
Amount of stock subscribed.....	2,160,000 00
Amount paid in, as by last report.....	15,600 00
Total amount now paid in of capital stock . . . . .	424,930 00
The amount now of floating debt.....	68,886 50
Total amount now of funded and floating debt.....	68,886 50

This road is in process of construction. It is intended to complete the line from the State line of Vermont and New York to Schenectady the present year. The line through the State of Vermont to connect this road with the Troy and Greenfield Railroad and Hoosac Tunnel of Massachusetts, at the State line of Vermont and Massachusetts, is in process of construction, and when completed is to be owned and operated by this company.

The grading and bridging of the line from the Hudson River to Massachusetts line is to be completed the present year, and it is expected to be opened for use in a few months.

## COST OF ROAD AND EQUIPMENT.

Graduation and masonry.....	\$149,104 57
Bridges.....	156,698 42
Superstructure, including iron.....	137,839 35
Engine and car houses, machine shops.....	} 790 26
Machinery and fixtures .....	
Land, land damages and fences.....	13,616 31
Engineering and agencies .....	26,719 36
Boston, Hoosac Tunnel and Western Railroad of Vermont .....	6,335 20

Total cost of road and equipment..... \$491,103 47

## CHARACTERISTICS OF ROAD.

Length of road.....	156 miles.
Length of road in this State.....	156 "
Length of road laid.....	20 "
Length of road laid in this State.....	20 "
Length of double track, including sidings.....	3 "
Weight of rail, per yard, on main track.....	61 pounds.
Length of main line of road from Petersburg, at Vermont line, to Lake Ontario, in connection with roads already constructed.....	156 miles.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WM. L. BURT.....	Boston, Mass.
FREDERICK L. AMES.....	No. Easton, Mass.
JOHN B. ALLEY.....	Lynn, Mass.
ELISHA ATKINS.....	Boston, Mass.
JOHN W. CANDLER.....	Brookline, Mass.
WILLIAM CLAPLIN.....	Newton, Mass.
GEORGE L. POST.....	Fairhaven, N. Y.
GEORGE R. BLANCHARD.....	New York, N. Y.
S. S. GUTHRIE.....	Buffalo, N. Y.
COE F. YOUNG.....	Honesdale, Pa.
F. GORDON DEXTER.....	Boston, Mass.
JOHN R. BREWER.....	Hingham, Mass.
A. A. GADDES.....	Jersey City, N. J.
W. L. BURT.....	President.
ESTES HOWE.....	Treasurer.
THEODORE VOORHEES.....	Secretary, Troy, N. Y.
MILFORD BERRIAN.....	Engineer, New York.

Communications intended for this company should be addressed, Mechanicville, Saratoga County, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believes them to be correct

(Signed) WM. L. BURT, *President.*  
ESTES HOWE, *Treasurer.*

(No. 16.)

## BOSTON, NEW YORK AND CHICAGO.

STATE OF NEW YORK, }  
*Oswego County.* } ss.:

CHAS. H. CROSS, of the Boston, New York and Chicago Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

Subscribed and sworn to before me, } (Signed) CHAS. H. CROSS.  
 this 13th day of December, 1878. }

A. H. CROSS,  
*Notary Public, Oswego County, N. Y.*

## STOCKS AND DEBTS.

Capital stock, as by charter.....	\$15,000,000 00
Amount of stock subscribed.....	333,000 00
Amount paid in as by last report.....	33,300 00
Total amount now paid in of capital stock.....	33,300 00

## CHARACTERISTICS OF ROAD.

Length of road.....	330 miles.
Length of road in this State.....	330 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

CHARLES A. GURLEY .....	Pulaski, N. Y.
CHARLES H. CROSS .....	Pulaski, N. Y.
GEORGE I. POST .....	Fairhaven.
GEORGE M. CASE .....	Fulton, N. Y.
WILLIS S. NELSON .....	Fulton, N. Y.
THOMAS REESE .....	Clayton, N. Y.
S. C. THOMPSON .....	Booneville, N. Y.
ROBERT FURMAN.....	Schenectady, N. Y.
GEO. T. HANFORD .....	Schenectady, N. Y.
EDWARD CRANE .....	Boston, Mass.
DANIEL D. BROADHEAD .....	Brookline, Mass.
LEWIS W. TAPPEN.....	New York City.
D. C. PIERCE .....	Cincinnati, O.
CHARLES A. GURLEY .....	President.
GEORGE M. CASE .....	Treasurer.
WALTER BALLOU .....	Secretary.

Communications intended for this company should be addressed, Pulaski, Oswego county, N. Y.



# RAILROAD REPORT.

47

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES H. CROSS, *Director.*

(No. 17.)

## BROOKLYN, BATH AND CONEY ISLAND.

STATE OF NEW YORK, }  
Kings County, } ss.:

C. GODFREY GUNTHER, Proprietor, and GEO. A. GUNTHER, General Manager and acting Superintendent of the Brooklyn, Bath and Coney Island Railroad Company, being severally sworn, each for himself deposes and says that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) C. GODFREY GUNTHER,  
GEO. A. GUNTHER.

Subscribed and sworn to before me, }  
this 22d day of November, 1878. }

CHARLES BISCHOFF,  
*Notary Public.*

### STOCKS AND DEBTS.

Capital stock, as by charter* .....	
Funded debt, as by last report .....	\$80,000 00
Total amount now of funded debt.....	80,000 00
Total amount now of funded and floating debt.....	80,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$87,616 54	\$88,334 85
For bridges .....		
Superstructure, including iron .....		
Passenger and freight stations, buildings and fixtures .....	50,843 08	50,880 96
Engine and car houses, machine shops, machinery and fixtures .....		
Land, land damages and fences .....	160,259 76	164,059 39
Locomotives and fixtures, and snow plows ....		
Passenger and baggage cars .....		
Freight and other cars .....		
Total cost of road and equipment .....	\$298,719 38	\$303,275 20

\*This road was foreclosed under a second mortgage, subject to the first, and sold to C. G. Gunther, September 18, 1868.

## CHARACTERISTICS OF ROAD.

Length of road.....	7 miles.
Length of road in this State.....	7 "
Length of road laid.....	7 "
Length of road laid in this State.....	7 "
Length of double track, including sidings.....	3.50 "
Weight of rail, per yard, on main track.....	45 and 56 pds.
Number of engine-houses and shops.....	5
Number of engines.....	7
Number of first-class passenger cars.....	27
Number of freight cars, including coal cars.....	3
Length of main line of road from Greenwood to Coney Island.....	7 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains*.....	} 73,792
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars.....	467,096
Number of miles traveled by passengers, or number of passengers carried one mile.....	1,167,740
Number of tons, of 2,000 pounds, of freight carried in cars.....	Nominal.
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	10
Rate of speed of same when in motion.....	14
Average rate of speed adopted by express trains, including stops...	10
Rate of speed of same when in motion.....	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	26

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Coal, ice and lumber.....	Nominal.
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## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	2 86 cents.
For first-class way passengers.....	In proportion.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.....	\$7,519 59
Cost of iron used in repairs.....	952 40
Repairs of fences and gates.....	200 09
Taxes on real estate.....	349 99
Total.....	\$9,021 98

## EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and cars.....	\$5,898 04
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## EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	} \$2,257 7
Agents and clerks.....	

\* Freight cars attached to passenger trains.

NOTE.—The above expenses allotted wholly to freight transportation.

State Engineer and Surveyor.

## RAILROAD REPORT.

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Labor: loading and unloading freight .....	}	
Porters, watchmen and switch tenders .....		\$4,175 90
Wood and water station attendance .....	}	
Conductors, baggage and brakemen .....		4,785 98
Enginemen and firemen .....	}	
Fuel: cost and labor of preparing for use .....		4,430 82
Oil and waste for engines and tenders .....	}	
Oil and waste for freight cars .....		1,183 53
Oil and waste for passenger and baggage cars .....	}	
Damage for injuries of persons .....		50 00
General superintendence .....		1,515 00
Contingencies .....		3,508 10
Total .....		<u>\$21,907 01</u>

## SUBDIVISION OF CONTINGENCIES.

Rents .....	\$246 70
Advertising and printing .....	1,360 42
Law expenses .....	567 50
Insurance .....	693 12
Water taxes .....	227 44
Sundries: petty expenses, freight, etc. ....	412 92
Total .....	<u>\$3,508 10</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc .....	\$9,021 98
Repairs of machinery .....	5,898 04
Operating .....	21,907 01
Total .....	<u>\$36,827 03</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	\$49,746 21
From freight .....	815 44
From other sources .....	1,961 85
Total .....	<u>\$52,523 50</u>

## 2d. RECEIPTS.

From passengers .....	\$49,746 21
From freight .....	815 44
Rents .....	\$770 00
Old material .....	989 23
Sundries .....	202 62
	1,961 85
Total .....	<u>\$52,523 50</u>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$36,827 03
For interest .....	1,505 00
To payments to surplus fund .....	14,191 47
Total .....	<u>\$52,523 50</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

C. GODFREY GUNTHER .....	President, New York.
GEO. A. GUNTHER .....	General Manager, Bath, L. I.

\*NOTE—Allotted to passenger transportation.  
State Engineer and Surveyor.

Communications intended for this company should be addressed, Fifth avenue, corner Twenty-seventh street, Brooklyn, Kings county, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) C. GODFREY GUNTHER, *Proprietor*.  
GEO. A. GUNTHER, *Gen'l Manager*.

(No. 18.)

### BROOKLYN AND CONEY ISLAND CENTRAL.

STATE OF NEW YORK, }  
New York County, } ss.:

ALBERT F. JOHNSON, President, and FRANK B. JOHNSON, Treasurer of the Brooklyn and Coney Island Central Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) ALBERT F. JOHNSON,  
FRANK B. JOHNSON.

Subscribed and sworn to before me, }  
this 23d day of November, 1878. }

GEO. R. CARRINGTON, *Notary Public, N. Y. Co.*

#### STOCKS AND DEBTS.

Capital stock, as by charter .....	\$500,000 00
Amount of stock subscribed .....	301,700 00
Amount paid in, as by last report .....	22,112 60
Total amount now paid in of capital stock .....	22,112 60

The \$20,900, which it takes to make the \$22,112.60, as mentioned in this report under the head of amount paid in, as by last report, was omitted last year by mistake.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land, land damages and fences .....	\$500 00	\$500 00
Engineering and agencies .....	650 00	650 00
Total cost of road and equipment .....	\$1,150 00	\$1,150 00

#### CHARACTERISTICS OF ROAD.

Length of road .....	8 miles.
Length of main line of road from Brooklyn to Coney Island .....	8 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ALBERT F. JOHNSON .....	Parkville, L. I.
FRANK B. JOHNSON .....	Parkville, L. I.
EDWARD H. JOHNSON .....	Parkville, L. I.
RICHARD PILKINGTON .....	Parkville, L. I.
CHARLES A. BENNERS .....	Parkville, L. I.
AUSTIN W. CLAYTON .....	Vermont.
RANSOM F. CLAYTON .....	Brooklyn, N. Y.
ANDREW WHIGAM .....	Flatbush, L. I.
JOHN S. THORNTON .....	East New York.
GEORGE R. CARRINGTON .....	New York City.
HENRY SMITH .....	New York City.
FREDERICK W. SMITH, Jr. ....	Dorchester, Mass.
WILLIAM SPEAR .....	Boston, Mass.
ALBERT F. JOHNSON .....	President, Parkville, L. I.
FRANK B. JOHNSON .....	Treasurer and Secretary, Parkville, L. I.
ALBERT F. JOHNSON .....	Superintendent, Parkville, L. I.

Communications intended for this company should be addressed, ALBERT F. JOHNSON, Parkville, Kings County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ALBERT F. JOHNSON, *President.*  
FRANK B. JOHNSON, *Treasurer.*

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(No. 19.)

**BROOKLYN, CONEY ISLAND AND ROCKAWAY.**

This company was organized on the 6th of December, 1877, under the general law of the State of New York of 1850, and the acts amendatory thereof, for the purpose of reconstructing, owning and working a railroad formerly known as the Brooklyn, Flatbush and Coney Island Railroad, which said railroad had been purchased by trustees, preparatory for such organization; but, before commencement of the work of reconstruction, it was discovered that deception had been practiced in the deed of conveyance to said trustees; it was, therefore, determined to abandon for the present the reconstruction of said railroad. No work has been done thereon.

A. W. THOMPSON, *President.*

November 23d, 1878.



(No. 20.)

## BROOKLYN ELEVATED SILENT SAFETY.

STATE OF NEW YORK, }  
*Kings County,* } ss.:

JOHN Q. KELLOGG, Secretary of the Brooklyn Elevated Silent Safety Railway Company, being sworn, deposes and says, that the statements in the annexed report which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) JOHN Q. KELLOGG.

Subscribed and sworn to before me, }  
 this 29th day of November, 1878. }

J. J. VAIL, *Notary Public, Kings Co.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$5,000,000 00
Amount of stock subscribed .....	564,853 00
Amount paid in, as by last report. ....	60,853 00
Total amount now paid in of capital stock. ....	60,853 00

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN M. PHELPS .....	Brooklyn, N. Y.
EDWARD H. COLE .....	Brooklyn, N. Y.
R. G. PHELPS .....	Brooklyn, N. Y.
E. O. PHELPS .....	Brooklyn, N. Y.
P. E. NOSTRAND .....	Brooklyn, N. Y.
JOHN L. NOSTRAND .....	Brooklyn, N. Y.
WM. H. SCHWALBE .....	Brooklyn, N. Y.
FRANKLIN MOREY .....	Brooklyn, N. Y.
A. STEWART ROWLEY .....	Brooklyn, N. Y.
JOHN Q. KELLOGG .....	Brooklyn, N. Y.

JOHN Q. KELLOGG ..... Secretary, Brooklyn, N. Y.

JOHN L. NOSTRAND ..... Engineer, Brooklyn, N. Y.

Communications intended for this company should be addressed, Brooklyn Elevated Railway Company, No. 363 Fulton street, Brooklyn, Kings County, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN Q. KELLOGG, *President.*

(No. 21.)

## BROOKLYN, FLATBUSH AND CONEY ISLAND.

STATE OF NEW YORK, }  
Kings County, } ss.:

JAMES N. SMITH, President, and W. E. DORWIN, acting Superintendent of operations of the Brooklyn, Flatbush and Coney Island Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) JAMES N. SMITH,  
W. E. DORWIN.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

MONROE B. WASHBURN,  
Notary Public, Kings County.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$300,000 00
Amount of stock subscribed .....	500,000 00
Amount paid in, as by last report .....	77,250 00
Total amount now paid in of capital stock .....	474,825 00
Total amount now of funded debt .....	604,000 00
The amount now of floating debt .....	160,866 35
Total amount now of funded and floating debt .....	764,866 35
Average rate, per annum, of interest on funded debt .....	7 per cent.

At a meeting of the stockholders, held January 10, 1878, the capital stock was increased to \$500,000.

This road commenced carrying passengers on the 2d day of July, 1878, from Prospect Park, and on the 20th of August, 1878, from Atlantic avenue.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For gradation and masonry .....		\$232,877 19
For bridges .....		28,274 91
Superstructure, including iron .....		133,747 95
Passenger and freight stations, buildings and fixtures .....		201,430 41
Engine and car houses, machine shops, machinery and fixtures .....		11,761 65
Land, land damages and fences .....	5,000 00	460,719 22
Locomotives and fixtures, and snow plows .....		36,268 69
Passenger and baggage cars .....		65,882 35
Freight and other cars .....		4,443 28
Engineering and agencies .....		75,693 62
Total cost of road and equipment .....	\$5,000 00	\$1,251,099 27

## CHARACTERISTICS OF ROAD.

Length of road.....	7½ miles.
Length of road in this State.....	7½ "
Length of road laid.....	7½ "
Length of road laid in this State.....	7½ "
Length of double track, including sidings.....	8½ "
Weight of rail, per yard, on main track.....	56 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	5
Number of first-class passenger cars.....	40
Number of freight cars, including coal cars.....	1
Number of service cars.....	7
Length of main line of road from Atlantic avenue, Brooklyn, to Brighton Beach, Atlantic Ocean, town of Gravesend.....	7½ miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	63,015
Number of miles run by freight trains.....	1,000
Number of passengers (all classes) carried in cars.....	602,692
Number of miles traveled by passengers, or number of passengers carried one mile.....	4,190,274
Number of tons, of 2,000 pounds, of freight carried in cars.....	1,510
Total movement of freight, or number of tons carried one mile.....	8,845
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops...	29
Rate of speed of same when in motion.....	30
Average rate of speed adopted by freight trains, including stops....	12
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	44
Average weight, in tons, of freight trains, exclusive of freight.....	34

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of vegetable food.....	700
Coal.....	60
Other articles: Ice.....	750
Total.....	1,510

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	} 2½ and 3 cts.
For first-class way passengers.....	
For second-class through passengers.....	
For second-class way passengers.....	
For emigrant through passengers.....	
For emigrant way passengers.....	

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$3,357 88	\$3,357 88	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$1,052 55	\$1,052 55	.....
Repairs of passenger and baggage cars .....	2,319 15	2,319 15	.....
Repairs of freight cars .....	27 15	.....	\$27 15
Totals .....	\$3,398 85	\$3,371 70	\$27 15

## CHARACTERISTICS OF ROAD.

Length of road.....	7½ miles.
Length of road in this State.....	7½ "
Length of road laid.....	7½ "
Length of road laid in this State.....	7½ "
Length of double track, including sidings.....	8½ "
Weight of rail, per yard, on main track.....	56 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	5
Number of first-class passenger cars.....	40
Number of freight cars, including coal cars.....	1
Number of service cars.....	7
Length of main line of road from Atlantic avenue, Brooklyn, to Brighton Beach, Atlantic Ocean, town of Gravesend.....	7½ miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	63,015
Number of miles run by freight trains.....	1,000
Number of passengers (all classes) carried in cars.....	602,692
Number of miles traveled by passengers, or number of passengers carried one mile.....	4,190,274
Number of tons, of 2,000 pounds, of freight carried in cars.....	1,510
Total movement of freight, or number of tons carried one mile.....	8,845
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops.....	29
Rate of speed of same when in motion.....	30
Average rate of speed adopted by freight trains, including stops.....	12
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	44
Average weight, in tons, of freight trains, exclusive of freight.....	34

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of vegetable food.....	700
Coal.....	60
Other articles: Ice.....	750
Total.....	1,510

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	} 2½ and 3 cts.
For first-class way passengers.....	
For second-class through passengers.....	
For second-class way passengers.....	
For emigrant through passengers.....	
For emigrant way passengers.....	



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$3,357 88	\$3,357 88	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$1,052 55	\$1,052 55	.....
Repairs of passenger and baggage cars. ....	2,319 15	2,319 15	.....
Repairs of freight cars. ....	27 15	.....	\$27 15
Totals. ....	\$3,398 85	\$3,371 70	\$27 15

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$5,957 93	\$5,957 93	.....
Agents and clerks.....	3,964 23	3,964 23	.....
Porters, watchmen and switch tenders .....	6,518 03	6,518 03	.....
Wood and water station attendance.....	99 50	99 50	.....
Conductors, baggage and brakemen .....	3,657 59	3,657 59	.....
Engineers and firemen .....	3,595 63	3,595 63	.....
Fuel: cost and labor of preparing for use.....	5,920 78	5,920 78	.....
Oil and waste for engines and tenders.....	562 83	562 83	.....
Oil and waste for passenger and baggage cars.....	221 78	221 78	.....
Damage for injuries of persons.....	2,060 99	2,060 99	.....
General superintendence.....	999 99	999 99	.....
Contingencies .....	19,736 97	19,736 97	.....
Totals .....	\$53,096 25	\$53,096 25	.....

# RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

Insurance .....	\$3,777 63
Police .....	2,192 13
Misc. ....	6,260 25
Advertising .....	6,918 07
Miscellaneous expenses .....	588 89
<b>Total .....</b>	<b>\$19,786 97</b>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$3,357 88	\$3,357 88	.....
Repairs of machinery .....	8,398 85	3,371 70	\$27 15
Operating .....	53,096 25	53,096 25	.....
<b>Totals .....</b>	<b>\$59,852 98</b>	<b>\$59,825 83</b>	<b>\$27 15</b>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

### 1st. EARNINGS.

From passengers .....	\$122,423 73
From freight .....	146 99
From other sources .....	12,775 68
<b>Total .....</b>	<b>\$135,346 40</b>

### 2d. RECEIPTS.

From passengers .....	\$122,423 73
From freight .....	146 99
Rent .....	12,775 68
<b>Total .....</b>	<b>\$135,346 40</b>

### 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$59,852 98
For interest .....	16,260 33
To payments to surplus fund .....	59,233 09
<b>Total .....</b>	<b>\$135,346 40</b>
<b>Total amount of surplus fund .....</b>	<b>*\$59,233 09</b>

\*The surplus earnings, as shown above, amounting to \$59,233.09, have been absorbed in the cost of road and equipment.

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
June 3 .....	....	....	....	....	1	....	1	....
July 11 .....	....	....	1	....	....	....	1	....
August 24 .....	....	....	1	....	....	....	1	....
Totals .....	....	....	2	....	1	....	3	....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

June 3. About four o'clock, p. m., John D. Vanderhead was struck by engine No. 1, going south, empty, and was instantly killed. Vanderhead was walking at the side of the track, about half a mile north of South Greenfield; and as the engine was within thirty feet of him, he stepped on the track in front of the engine, and was struck, with result as above stated. Coroner's jury exonerated the company from blame.

July 11. About half-past nine in the evening, John Galagher was struck by engine No. 4, train No. 101, going south, at Greenfield, and was instantly killed. He was standing on the platform when the train approached; and when the engine was within fifty feet of him, he stepped on the track in front of the train, and was struck and instantly killed. He was employed on repairs of track at the time. Coroner's jury exonerated the company from any blame in the matter.

August 24. About nine o'clock in the evening, Michael Shaughnessey was struck by Long Island engine No. 71, on train 95, going south, and was instantly killed. He was walking on the north-bound track, about half a mile north of Gravesend, and meeting a north-bound train, stepped over on the south-bound track in front of south-bound train 95, and was struck, with result as above stated. He was in the employ of the company on track repairs. Coroner's jury exonerated the company from any blame in the matter.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

HENRY C. MURPHY .....	Brooklyn.
JOHN LEFFERTS .....	Flatbush, L. I.
BENJAMIN G. HITCHINGS.....	Gravesend, L. I.
ALBERT DAGGETT.....	Brooklyn.
CHARLES STORRS.....	Brooklyn.
ROBINSON GILL .....	Brooklyn.
THOMAS SULLIVAN.....	Brooklyn.
JAMES N. SMITH .....	Brooklyn.
ABRAM B. BAYLIS.....	Brooklyn.

JAMES JOURDAN .....	Brooklyn.
BENJAMIN F. TRACY .....	Brooklyn.
WILLIAM MARSHALL .....	Brooklyn.
STEPHEN H. HERRIMAN .....	Brooklyn.
JAMES N. SMITH .....	President, Brooklyn.
JOHN LEFFERTS .....	Treasurer, Flatbush, L. I.
MONROE B. WASHBURN .....	Secretary, Brooklyn.
T. P. KINSLEY .....	Engineer, Brooklyn.
W. E. DOUVIN .....	Superintendent, Brooklyn.

Communications intended for this company should be addressed, BROOKLYN, FLATBUSH AND CONEY ISLAND RAILWAY, No. 185 Montague street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES N. SMITH, *President*.  
W. E. DOARIN, *Superintendent*.

(No. 22.)

### BROOKLYN AND ROCKAWAY BEACH.

STATE OF NEW YORK, } ss.:  
Kings County, }

DE WITT C. LITTLEJOHN, President, and WILLIAM WARNER, acting Superintendent of operations of the Brooklyn and Rockaway Beach Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) DE WITT C. LITTLEJOHN,  
WILLIAM WARNER.

Subscribed and sworn to before me, }  
this 10th day of January, 1879. }

RICHARD PICKERING, *Notary Public, Kings Co.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$150,000 00
Amount of stock subscribed .....	147,500 00
Amount paid in, as by last report† .....	145,500 00
Total amount now paid in of capital stock .....	147,500 00
Funded debt, as by last report .....	80,000 00
Total amount now of funded debt .....	58,000 00
Floating debt, as by last report .....	7,000 00
The amount now of floating debt* .....	.....
Total amount now of funded and floating debt .....	58,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

\* The company is owing some small amounts, but has claims and means sufficient to pay them, hence report no floating debt.

† Last report made in 1871.



The property of the company was leased in March, 1871, to William Richardson, and after a short period he assigned his interest to P. H. Reid, of East New York, Kings county, N. Y. March 2d, 1878, Mr. Reid, not complying with the terms and conditions of the lease, the company re-entered upon the property, and since that date has operated the road. On taking possession, the company found the property in very bad condition, and has been obliged to expend all the earnings over actual running expenses, in extraordinary repairs, new buildings, and one new car. By an understanding with the bondholders, no interest has been paid on the bonded debt, as the earnings as above stated were expended in improvements. All expenditures, except for the car, have been charged to the current expenses of the year, to make up for the depreciation of the property in part, by wear and tear, and fire.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$83,716 24	\$83,716 24
For bridges.....		
Superstructure, including iron.....		
Passenger and freight stations, buildings and fixtures .....	113,458 25	113,458 25
Engine and car houses, machine shops, machinery and fixtures .....		
Land, land damages and fences.....		
Locomotives and fixtures, and snow plows ....	43,618 66	44,335 66
Passenger and baggage cars .....		
Freight and other cars.....		
Total cost of road and equipment.....	\$240,793 15	\$241,510 15

No separate account of the above items has been kept upon the company's books.

## CHARACTERISTICS OF ROAD.

Length of road.....	3 $\frac{1}{4}$ miles.
Length of road in this State.....	3 $\frac{1}{4}$ "
Length of road laid.....	3 $\frac{1}{4}$ "
Length of road laid in this State.....	3 $\frac{1}{4}$ "
Length of double track, including sidings .....	1 "

Weight of rail, per yard, on main track. .... 40, 45 & 50 lbs.

Number of engine-houses and shops .....	1
Number of engines.....	3
Number of first-class passenger cars.....	11
Number of freight cars, including coal cars .....	8

Length of main line of road from East New York to Canarsie Landing, on Jamaica Bay\* .....

3 $\frac{1}{4}$  miles.

\* After the construction of the above, an act was passed by the Legislature authorizing the company to extend its line from East New York to Hunter's Point. The company has never built the extension, but a portion of the line has been leased to the New York and Manhattan Beach Railway, at its own cost, and at a nominal rent to this company of one dollar per annum.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.\*

Number of miles run by passenger trains .....	23,560
Number of passengers (all classes) carried in cars.....	190,175
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	18
Rate of speed of same when in motion .....	20
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	30

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS :

For first-class through passengers.....	2 6-7 cents.
For first-class way passengers.....	2 6-7 "

\* From March 2d, 1878, to September 30th, 1878.

The road was leased in 1871, but by reason of non-performance of contract, the company entered into possession, and have operated the road only since March 2d, 1878.

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$2,047 49	\$2,047 49	.....
Cost of iron used in repairs :			
Allotted to passenger transportation :			
Length in feet.....	2,219 91	2,219 91	.....
Weight in pounds.....	185 29	185 29	.....
Repairs of buildings.....	470 19	470 19	.....
Taxes on real estate.....			.....
Totals.....	\$4,922 88	\$4,922 88	.....
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$397 46	\$397 46	.....
Repairs of passenger and baggage cars.....	155 00	155 00	.....
Repairs of freight cars.....	217 83	.....	217 83
Incidental expenses, including oil, fuel, clerks, watchman, etc., about shops.....	193 96	193 96	.....
Totals.....	\$964 25	\$746 42	\$217 83

## EXPENSES.

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$140 34	\$140 34	.....
Agents and clerks .....	165 25	165 25	.....
Porters, watchmen and switchtenders .....	63 00	63 00	.....
Wood and water station attendance .....	2,205 78	2,205 78	.....
Conductors, baggage and brakemen .....	611 42	611 42	.....
Enginemen and firemen .....	1,030 00	1,030 00	.....
Oil and waste for engines and tenders .....	140 00	140 00	.....
Oil and waste for freight cars .....	12 00	.....	\$12 00
Oil and waste for passenger and baggage cars .....	34 00	34 00	.....
Contingencies .....	9,194 36	9,194 36	.....
Totals .....	\$13,596 15	\$13,584 15	\$12 00

# BROOKLYN AND ROCKAWAY BEACH

## SUBDIVISION OF CONTINGENCIES.

	\$531 19
	452 24
ks and wharfs, and dredging .....	1,704 47
el and other rented buildings.....	1,035 29
f water works.....	568 45
f new engine house.....	426 15
f ferry across Jamaica Bay.....	4,476 57
	<hr/>
	\$9,194 36

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ad-bed, etc. ....	\$4,922 88	\$4,922 88	.....
achinery.....	964 25	746 42	\$217 83
.....	13,596 15	13,584 15	12 00
.....	<hr/>	<hr/>	<hr/>
.....	\$19,483 28	\$19,253 45	\$229 83

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

engers .....	\$15,413 98
r sources .....	5,087 70
	<hr/>
	\$20,501 68

engers .....	\$15,413 98
.....	\$3,299 00
old iron.....	926 42
coal and oil.....	817 33
lumber.....	37 70
other material.....	7 25
	<hr/>
	5,087 70
	<hr/>
	\$20,501 68

## OTHER THAN FOR CONSTRUCTION.

ortation expenses .....	\$19,483 28
at .....	54 86
nts to surplus fund .....	963 54
	<hr/>
	\$20,501 68



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.					/			
June 17.....	1	....	....	....	....	....	1	....
November 16.....	....	....	1	....	....	....	1	....
Total.....	1	....	1	....	....	....	2	....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

June 17. A German, name not known, attempted to cross the track of this company in front of a passing train, in the village of East New York, and was injured so that he died. There was no negligence on the part of any person in the employ of the company. The engineer and other employes are retained by the company.

November 16. Thomas Wilkins, a temperate, worthy man, was employed as trackman; while at work on the track, though notified by the engineer of the approaching train, and while the other men at work with him, and within a few feet of him, did move out of the way, he failed to do so far enough, and was struck by the engine and instantly killed. This was in the town of New Lots, county of Kings.

There was no fault on the part of any employe of the company, and no one was removed in consequence of the accident.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

DE WITT C. LITTLEJOHN ..... Oswego, N. Y.  
 HENRY W. JOHNSON ..... New York.  
 F. C. CANTINE ..... Orango, N. J.

DE WITT C. LITTLEJOHN..... President.  
 HENRY W. JOHNSON..... Treasurer and Secretary.  
 WILLIAM WARNER..... Superintendent.

Communications intended for this company should be addressed, DE WITT C. LITTLEJOHN, East New York, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) DE WITT C. LITTLEJOHN, *President.*  
 WILLIAM WARNER, *Superintendent.*

(No. 23.)

## BUFFALO CITY.

STATE OF NEW YORK, } ss.:  
*Erie County,*

THOMPSON HERSEE, President, and DAVID S. BENNETT, Managing Director and acting Superintendent of operations of the Buffalo City Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed) THOMPSON HERSEE,  
 DAVID S. BENNETT.

Subscribed and sworn to before me, }  
 this 11th day of October, 1878. }

ALBERT F. BROWN,  
*Commissioner of Deeds.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	63,200 00
Total amount now paid in of capital stock.....	6,320 00
Total amount now of funded debt.....	19,500 00
The amount now of floating debt.....	547 37
Total amount now of funded and floating debt.....	20,047 37
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

Graduation and masonry.....	\$5,000 00
Superstructure, including iron.....	20,000 00
Engineering and agencies.....	1,000 00
Total.....	\$26,000 00

## CHARACTERISTICS OF ROAD.

Length of road.....	7.50 miles.
Length of road laid.....	1     "
Weight of rail, per yard, on main track.....	56 pounds.
Length of main line of road from Buffalo creek to International bridge.....	7.50 miles.

## . NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

THOMPSON HERSEE.....	Buffalo, N. Y.
ELAM R. JEWETT.....	Buffalo, N. Y.
RAY V. PIERCE.....	Buffalo, N. Y.
DAVID S. BENNETT.....	Buffalo, N. Y.
MARTIN TAYLOR.....	Buffalo, N. Y.
NELSON HOLLAND.....	Buffalo, N. Y.
WILLIAM H. GREENE.....	Buffalo, N. Y.
H. R. JONES.....	Buffalo, N. Y.
DAVID BELL.....	Buffalo, N. Y.
ABRAHAM TWICHELL.....	Buffalo, N. Y.
GEORGE COIT.....	Buffalo, N. Y.
C. J. HAMILTON.....	Buffalo, N. Y.
RICHARD TAYLOR.....	Guelph, Ontario.

THOMPSON HERSEE.....	President.
GEORGE COIT.....	Treasurer.
F. F. FARGO.....	Secretary.
GEO. E. MANN.....	Engineer.
D. S. BENNETT.....	Superintendent.

Communications intended for this company should be addressed, D. S. BENNETT, No. 1 Hersee block, Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed) THOMPSON HERSEE, *President.*

DAVID S. BENNETT, *Managing Director and Acting Supt.*

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(No. 24.)

## BUFFALO, CORY AND PITTSBURGH.

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ALLEGHENY VALLEY RAILROAD COMPANY, }  
 OFFICE OF THE PRESIDENT,  
 PITTSBURGH, Jan. 15, 1879. }

R. D. SMALLEY, Esq., *Deputy State Engineer and Surveyor, Albany, N. Y.:*

DEAR SIR—I am in receipt of your two favors asking for a statement of the operations of the Buffalo, Corry and Pittsburgh railroad for the time it was operated by this company. I am unable to comply fully with your request, except to give you a statement of the earnings, expenses, etc., as the books, papers, etc., pertaining to the operation, were turned over to the purchaser and by him removed to Oil City, and they are entirely out of my control.

The statement, as far as I am able to furnish it, I hand you herewith, and can only refer you for further information to Mr. G. F. Lewis, Mayville.

Yours truly,

JOHN SCOTT,

*Attorney.*

EARNINGS AND EXPENSES OF THE BUFFALO, CORY AND PITTSBURGH RAILROAD, FROM  
OCT. 1, 1877, TO JUNE 8, 1878.

## EARNINGS.

Freight.....	\$39,251 71
Passenger.....	26,828 40
Express.....	1,436 79
Mail.....	1,938 27
Miscellaneous.....	694 95
<b>Total.....</b>	<b>\$70,140 12</b>

## EXPENSES.

Conducting transportation.....	\$16,961 67
Motive power.....	15,878 28
Maintenance of way.....	2,064 02
Maintenance of cars.....	14,180 37
General expenses.....	6,052 24
<b>Total.....</b>	<b>\$55,136 58</b>
<b>Net earnings.....</b>	<b>\$15,003 54</b>

(No. 25.)

## BUFFALO CREEK.

STATE OF NEW YORK, } ss.:  
Erie County, }

E. L. HEDSTROM, acting Superintendent of operations of the Buffalo Creek Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. L. HEDSTROM.

Subscribed and sworn to before me, }  
this 26th day of November, 1878. }

HENRY J. SHUTTLEWORTH,

Notary Public, Erie Co., New York.

STATE OF PENNSYLVANIA, } ss.:  
Northampton County, }

WILLIAM H. SAYRE, Treasurer of Buffalo Creek Railroad Company, being duly sworn, says that the statements in the annexed report, which has been signed by him, are true and correct, according to the best of his knowledge and belief.

(Signed) WILLIAM H. SAYRE.

Subscribed and sworn to before me, }  
this 22d day of November, 1878. }

GEORGE ZEIGENFUSS,

Justice of the Peace.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$250,000 00
Amount of stock subscribed .....	250,000 00
Amount paid in, as by last report .....	248,390 00
Total amount now paid in of capital stock .....	248,390 00
Floating debt, as by last report .....	107,633 84
The amount now of floating debt .....	98,268 38
Total amount now of funded and floating debt .....	98,268 38

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$44,109 52	\$45,073 67
For bridges .....	10,455 52	10,455 52
Superstructure, including iron .....	148,386 58	150,225 23
Engine and car houses, machine shops, machinery and fixtures .....	1,472 16	1,472 16
Land, land damages, and fences .....	64,410 95	64,910 95
Locomotives and fixtures, and snow plows .....	19,199 90	19,199 90
Engineering and agencies .....	7,759 63	7,759 63
Telegraph lines .....	571 09	614 24
Total cost of road and equipment .....	\$296,365 35	\$299,711 30

## CHARACTERISTICS OF ROAD.

Length of road .....	4 miles.
Length of road in this State .....	4 "
Length of road laid .....	3.75 "
Length of road laid in this State .....	3.75 "
Weight of rail, per yard, on main track .....	58 pounds.
Number of engine-houses and shops .....	1
Number of engines .....	2

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of tons, of 2,000 pounds, of freight carried in cars .....	438,616.13
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## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Coal .....	285,036.13
Other articles .....	153,580
Total .....	438,616.13



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron .....	\$5,380 11	.....	\$5,380 11
Repairs of buildings.....	69 95	.....	69 95
Taxes on real estate .....	5,682 33	.....	5,682 33
Totals.....	\$11,132 39	.....	\$11,132 39
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,927 18	.....	\$1,927 18
Repairs of freight cars .....	209 25	.....	209 25
Repairs of tools and machinery in shops.....	1 40	.....	1 40
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about the shops .....	718 09	.....	718 09
Totals.....	\$2,855 92	.....	\$2,855 92

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$126 97	.....	\$126 97
Agents and clerks .....	1,262 33	.....	1,262 33
Porters, watchmen, and switch tenders .....	3,088 36	.....	3,088 36
Enginemen and firemen .....	2,531 07	.....	2,531 07
Fuel : cost and labor of preparing for use .....	3,595 24	.....	3,595 24
Oil and waste for engines and tenders .....	287 77	.....	287 77
Damage for injuries of persons .....	325 00	.....	325 00
Damage to property, including damages by fire and cattle killed on road .....	108 00	.....	108 00
General superintendence .....	2,100 00	.....	2,100 00
Contingencies .....	1,690 47	.....	1,690 47
Totals .....	\$15,115 21	.....	\$15,115 21
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$11,132 39	.....	\$11,132 39
Repairs of machinery .....	2,855 92	.....	2,855 92
Operating .....	15,115 21	.....	15,115 21
Totals .....	\$29,103 52	.....	\$29,103 52

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From freight.....	\$51,375 38
From other sources .....	318 16
Total .....	\$51,693 54

## 2d. RECEIPTS.

From freight.....	\$51,375 38
Telegraph .....	\$318 15
Overpayment of bill .....	01
Total .....	\$51,693 54

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$29,103 52
For interest.....	13,155 75
For rents.....	60 00
To payments to surplus fund.....	9,374 27
Total .....	\$51,693 54

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

June 27. Michael McDonald, in picking coal out of an empty coal-dump, fell through and cars ran over one leg.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ASA PACKER .....	Mauch Chunk, Pa.
ROBERT H. SAYRE.....	Bethlehem, Pa.
WILLIAM H. SAYRE.....	Bethlehem, Pa.
FRED. MERCUR .....	Wilkesbarre, Pa.
WILLIAM L. CONYNGHAM.....	Wilkesbarre, Pa.
ROBERT A. PACKER .....	Sayre, Pa.
CHARLES A. SWEET .....	Buffalo, N. Y.
J. N. SCATCHERD .....	Buffalo, N. Y.
JAMES M. WILLETT*.....	Buffalo, N. Y.
CLARENCE D. SIMPSON .....	Buffalo, N. Y.
JEWETT M. RICHMOND .....	Buffalo, N. Y.
EDWIN T. EVANS .....	Buffalo, N. Y.
E. L. HEDSTROM .....	Buffalo, N. Y.
E. L. HEDSTROM .....	President, Buffalo, N. Y.
WILLIAM L. CONYNGHAM .....	Vice-President, Wilksbarre, Pa.
WILLIAM H. SAYRE.....	Treasurer, Bethlehem, Pa.
J. N. SCATCHERD .....	Secretary, Buffalo, N. Y.

Communications intended for this company should be addressed, E. L. HEDSTROM, President, No. 29 Seneca street, Buffalo, Erie county, N. Y.

The undersigned having caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) E. L. HEDSTROM, *Act. Superintendent.*  
WILLIAM H. SAYRE, *Treasurer.*

\* Deceased; vacancy not filled.

(No. 26.)

## BUFFALO ERIE BASIN.

STATE OF NEW YORK, }  
Erie County, } ss.:

CHARLES T. COIT, Treasurer of the Buffalo Erie Basin Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) CHARLES T. COIT.

Subscribed and sworn to before me, }  
this 28th day of November, 1878. }

R. PORTER LEE,

Notary Public, Erie Co., N. Y.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$20,000 00
Amount of stock subscribed .....	20,000 00
Amount paid in, as by last report. ....	2,000 00
Total amount now paid in of capital stock. ....	2,000 00
Floating debt, as by last report. ....	11,503 19
The amount now of floating debt .....	11,503 19
Total amount now of funded and floating debt. ....	11,503 19

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry ... ..	\$10,003 19	\$10,003 19
For bridges .....	3,500 00	3,500 00
Total cost of road and equipment.... ..	\$13,503 19	\$13,503 19

## CHARACTERISTICS OF ROAD.

Length of road .....	0.256 miles.
Length of road in this State .....	0.256 "
Length of road laid .....	0.256 "
Length of road laid in this State .....	0.256 "
Length of main line of road from New York Central track to Erie Basin wharf. ....	0.256 "

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

No regular transportation business has yet been done upon this road for which a rate of freight has been charged or paid, the property passing over it having been only that which the New York Central, Canada Southern and Grand Trunk Railway Companies have received from or delivered to the wharf, and the compensation has been received in wharfage or rent of the buildings upon the wharf and in the business gained by connection with the railroads.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

G. R. WILSON *	Buffalo.
CHARLES TOWNSEND*	Buffalo.
CHARLES T. COIT	Buffalo.
GEORGE COIT	Buffalo.
FRANK E. COIT	Buffalo.
WALTER T. WILSON	Buffalo.
FRANK S. COIT	Buffalo.
HENRY H. COIT	Buffalo.
LEVI ALLEN	Buffalo.
JAMES H. METCALFE	Buffalo.
CHARLES T. RICH	Buffalo.
JAMES B. PARKE	Buffalo.

CHARLES T. COIT ..... Treasurer and Secretary.

Communications intended for this company should be addressed, CHARLES T. COIT, No. 64 Delaware street, Buffalo, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES T. COIT, *Treasurer.*

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(No. 27.)

## BUFFALO AND JAMESTOWN.

STATE OF NEW YORK, }  
*Erie County,* } ss. :

JAMES N. SCATCHERD, President, and PETER C. DOYLE, acting Superintendent of operations of the Buffalo and Jamestown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES N. SCATCHERD,  
 PETER C. DOYLE.

Subscribed and sworn to before me, }  
 this 31st day of December, 1878. }

FRED. H. MOORE, *Com. of Deeds, City of Buffalo, N. Y.*

Subscribed and sworn to before me, this 4th day }  
 of January, 1879, as to James N. Scatcherd. }

JAMES LITTLE, *Notary Public, in and for Erie County.*

\* Deceased.



## STOCK AND DEBTS.

er .....	\$2,000,000 00
ed .....	1,379,400 00
st report .....	1,367,343 95
of capital stock .....	1,367,343 95
report .....	1,432,695 00
led debt .....	1,432,695 00
report .....	127,706 47
ng debt .....	128,942 24
led and floating debt .....	1,561,637 24
of interest on funded debt .....	gold .06

own Railroad was sold at foreclosure sale, and organized  
thwestern Railroad, January 1, 1878, hence this report  
months of the year 1877.

## COST OF ROAD AND EQUIPMENT.

By present report.

ory .....	\$797,516 73
.....	394,707 32
iron .....	1,080,478 66
tions, buildings and fixtures .....	9,017 28
achine shops, machinery and fixtures .....	9,703 98
fences .....	291,449 66
and snow plows .....	50,075 49
ars .....	50,388 89
.....	69,415 06
.....	105,419 02
l equipment .....	\$2,858,172 09

## CHARACTERISTICS OF ROAD.

.....	66½ miles.
te .....	66½ "
.....	66½ "
s State .....	66½ "
ncluding sidings .....	6½ "
on main track .....	50 and 60 lbs.
and shops .....	1
.....	5
senger cars .....	9
and express cars .....	2
ncluding coal cars .....	115
.....	126
ad from Buffalo to Jamestown .....	66½ miles.

## YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passengers trains .....	24,254
freight trains .....	14,490
l classes) carried in cars .....	28,586
d by passengers, or number of passengers .....	823,038
pounds, of freight carried in cars .....	31,519.87
t, or number of tons carried one mile .....	1,475,710.99

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	20
Rate of speed of same when in motion .....	25
Average rate of speed adopted by express trains, including stops...	25
Rate of speed of same when in motion .....	30
Average rate of speed adopted by freight trains, including stops...	10
Rate of speed of same when in motion .....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	91
Average weight, in tons, of freight trains, exclusive of freight .....	303

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	3,048.36
Of animals .....	1,845.61
Of vegetable food .....	8,407.50
Other agricultural products .....	171.23
Manufactures .....	4,460.37
Merchandise .....	1,574.05
Coal .....	10,976.42
Other articles .....	1,036.33
Total .....	31,519.87

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	3 cents.
For first-class way passengers .....	3 "
For second-class through passengers .....	2 "
For second-class way passengers .....	3 "
For emigrant through passengers .....	2 "
For emigrant way passengers .....	3 "

AMOUNTS DEDUCTIBLE FROM THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	
	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$7,549 06	\$4,564 92
Repairs of bridges .....	316 33	191 28
Repairs of telegraph .....	10 30	6 23
Cost of iron used in repairs .....	2,573 85	1,556 47
Repairs of buildings .....	1,583 69	1,957 06
Repairs of fences and gates .....	1,057 90	639 71
Taxes on real estate .....	1,813 27	1,096 48
Totals .....	\$14,904 50	\$9,012 75
REPAIRS OF MACHINERY.		
Repairs of engines and tenders .....	\$3,170 35	\$1,917 11
Repairs of passenger and baggage cars .....	645 40	.....
Repairs of freight cars .....	1,562 49	1,562 49
Repairs of tools and machinery in shops .....	76 02	45 97
Totals .....	\$5,454 26	\$3,525 57

## EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$499 31	\$197 38	\$301 93
Agents and clerks ....	3,299 34	1,304 23	1,995 11
Labor: loading and unloading freight. ....	1,320 81	.....	1,320 81
Porters, watchmen, and switch tenders. ....	311 30	123 06	188 24
Conductors, baggage and brakemen ....	2,733 94	1,104 44	1,689 50
Enginemmen and firemen. ....	2,903 62	1,147 41	1,755 21
Fuel: cost and labor of preparing for use. ....	6,729 63	2,660 22	4,069 41
Oil and waste for engines and tenders. ....	725 21	286 68	438 53
Loss and damage of goods and baggage. ....	40 77	16 12	24 65
Damage to property, including damages by fire and cattle killed on road. ....	120 00	47 44	72 56
General superintendence. ....	2,185 00	863 73	1,321 27
Contingencies ....	7,049 81	2,623 54	4,426 27
Totals. ....	\$27,977 74	\$10,374 25	\$17,603 49



## SUBDIVISION OF CONTINGENCIES.

.....	\$611 98
.....	963 46
cars.....	1,130 56
cars.....	1,738 15
cars.....	1,605 35
cars.....	1,000 31
.....	<u>\$7,049 81</u>

## CAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
etc.....	\$14,904 50	\$5,891 75	\$9,012 75
.....	5,454 26	1,928 69	3,525 57
.....	27,977 74	10,374 25	17,603 49
.....	<u>\$48,336 50</u>	<u>\$18,194 69</u>	<u>\$30,141 81</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$22,802 12
.....	34,871 13
.....	2,923 90
.....	<u>\$60,597 15</u>

.....	\$22,802 12
.....	34,871 13
.....	\$1,119 66
.....	1,041 02
.....	376 23
.....	31 85
.....	355 14
.....	<u>2,923 90</u>
.....	<u>\$60,597 15</u>

## EXPENSES FOR CONSTRUCTION.

expenses.....	\$48,336 50
.....	2,807 09
surplus fund.....	9,453 56
.....	<u>\$60,597 15</u>

## BIRTHPLACES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.



RICHARD I. SHERMAN .....	Buffalo, N. Y.
HENRY MARTIN .....	Buffalo, N. Y.
SOLOMON SCHEU .....	Buffalo, N. Y.
CHARLES A. SWEET .....	Buffalo, N. Y.
GEORGE R. POTTER .....	Buffalo, N. Y.
CHILION M. FARRAR .....	Buffalo, N. Y.
MARSHALL N. JONES .....	Buffalo, N. Y.
LEMUEL S. JENKS .....	Gowanda.
JAMES N. SCATCHERD .....	President.
A. ALTMAN .....	Treasurer.
J. A. CAMPBELL .....	Secretary.
P. C. DOYLE .....	Superintendent.

Communications intended for this company should be addressed, P. C. DOYLE, No. 195 Main street, Buffalo, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES N. SCATCHERD,  
PETER C. DOYLE.

(No. 28.)

### BUFFALO, NEW YORK AND ERIE.

STATE OF NEW YORK, } ss.:  
New York County, }

CHARLES G. MILLER, President of the Buffalo, New York and Erie Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. G. MILLER.

Subscribed and sworn to before me, }  
this 30th day of November, 1878. }

JOHN H. COLE,  
Notary Public, New York County.

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,500,000 00
Amount of stock subscribed .....	950,000 00
Amount paid in, as by last report. ....	950,000 00
Total amount now paid in of capital stock. ....	950,000 00
Funded debt, as by last report .....	2,380,000 00
Total amount now of funded debt .....	2,380,000 00
Total amount now of funded and floating debt. ....	2,380,000 00
Average rate per annum, of interest on funded debt. ....	7 per cent.

and operated by, the Erie Railway Company, or its successor respectfully refers to the annual report of that company of transportation, miles run, receipts, expenses, repairs, accidents of the past year.

ends, expenses, etc., are paid by the lessee, as provided in

C. G. MILLER, *President*.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
.....	\$3,330,000 00	\$3,330,000 00

#### CHARACTERISTICS OF ROAD.

.....	142 miles.
.....	142 "
ad from Buffalo to Corning. ....	142 "

#### INGS AND CASH RECEIPTS AND PAYMENTS.

#### RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Le Roy.

ER. .... President and Acting Treasurer.

ER. .... Secretary.

ed for this company should be addressed, CHARLES G.  
et, New York city.

caused the foregoing statements to be prepared by the  
s of this company, from the books and records, and has  
racticable, and believes them to be correct.

(Signed) C. G. MILLER, *President*.

stock .....	\$66,500 00
.....	166,600 00
Debs. ....	5,000 00
	<u>\$238,100 00</u>

York, Lake Erie and Western Railroad companies as rental.

*State Engineer and Surveyor.*

# BUFFALO, NEW YORK AND PHILADELPHIA

(No. 39.)

## BUFFALO, NEW YORK AND PHILADELPHIA.

OF NEW YORK, } ss.:  
Erie County, }

FRANKLIN S. BUELL, Treasurer, and WM. ROBINSON, acting Superintendent of operation of the Buffalo, New York and Philadelphia Railroad Company, being sworn, each for himself, deposes and says, that the statements in the annexed which has been signed by each of them, at the end thereof, are true and according to the best of his knowledge, information, and belief.

(Signed) FRANKLIN S. BUELL.  
WM. ROBINSON.

Subscribed and sworn to before me, }  
3d day of December, 1878. }

PHILIP JOYCE, *Notary Public.*

### STOCK AND DEBTS.

Capital stock, as by charter.....	\$3,500,000 00
Amount of stock subscribed .....	2,383,100 00
Amount paid in, as by last report .....	1,944,650 00
Amount now paid in of capital stock. ....	1,968,950 00
Amount of debt, as by last report .....	3,449,500 00
Amount now of funded debt.....	3,807,500 00
Amount of floating debt, as by last report .....	1,076,308 89
Amount now of floating debt.....	711,339 29
Amount now of funded and floating debt.....	4,518,839 20
Rate per annum of interest on funded debt:	
First mortgage.....	6 p. c. gold.
Second mortgage.....	10 p. c. cur.

### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry .....	\$1,937,208 39	\$1,983,749 91
Structures .....	258,751 14	265,276 33
Structure, including iron.....	1,773,736 57	1,820,059 31
Water and freight stations, buildings and fences .....	129,824 72	137,981 81
Engine and car houses, machine shops, machinery and fixtures .....	102,261 59	105,844 56
Land and damages, and fences .....	1,003,475 48	1,028,216 49
Locomotives and fixtures, and snow plows .....	300,246 90	328,908 55
Freight and baggage cars.....	98,183 30	99,575 04
Passenger and other cars .....	645,212 35	653,835 65
Operating and agencies .....	154,325 73	156,906 55
Total cost of road and equipment .....	\$6,403,226 17	\$6,579,854 20



## CHARACTERISTICS OF ROAD.

.....	120.55 miles.
.....	78.65 "
.....	120.55 "
State.....	78.65 "
cluding sidings.....	20.50 "
on main track.....	60 pounds,
and shops.....	5
.....	25
nger cars.....	12
and emigrant passenger cars.....	12
and express cars.....	5
cluding coal cars.....	1,049
l from Buffalo to Emporium, Pa.....	120.55 miles.

## CAR IN TRANSPORTATION, AND TOTAL MILES RUN.

ssenger trains.....	132,014
eight trains.....	377,777
(classes) carried in cars.....	189,122
by passengers, or number of passengers.....	3,823,676
ounds, of freight carried in cars.....	731,385,223
or number of tons carried one mile.....	60,122,768
oted by ordinary passenger trains, includ- ).....	25
in motion.....	30
ed by express trains, including stops... n in motion.....	25 30
ted by freight trains, including stops.... n in motion.....	10 12
passenger trains, exclusive of passengers.....	50
freight trains, exclusive of freight.....	280

## FREIGHT, SPECIFYING THE QUANTITY IN TONS.

st.....	100,731.122
.....	18,409.483
.....	26,004.519
.....	240.057
.....	13,166.435
.....	36,840.457
.....	119,145.467
.....	227,469.147
.....	189,378.111
.....	731,385.223

PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

engers.....	3 cents.
ers { New York.....	3 "
ers { Pennsylvania.....	3½ "

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$85,688 83	\$21,422 21	\$64,266 62
Cost of iron used in repairs. ....	59,965 54	14,991 88	44,974 16
Repairs of buildings. ....	1,993 32	498 33	1,494 99
Repairs of fences and gates. ....	614 34	153 58	460 76
Taxes on real estate. ....	28,288 82	7,072 20	21,216 62
Totals. ....	\$176,550 85	\$44,137 70	\$132,413 15
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$17,947 78	\$4,311 94	\$12,635 84
Repairs of passenger and baggage cars. ....	4,280 42	4,280 42	.....
Repairs of freight cars. ....	22,856 48	.....	22,856 48
Repairs of tools and machinery in shops. ....	1,468 14	367 03	1,101 11
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	3,293 12	823 28	2,469 84
Totals. ....	\$49,145 94	\$9,782 67	\$39,363 27



Porters, watchmen, and switchtenders.....	12,958 21	3,230 55	9,718 66
Wood and water station attendance.....	3,485 33	871 33	2,614 00
Conductors, baggage and brakemen.....	27,816 75	6,954 19	20,862 56
Enginemen and firemen.....	40,487 14	10,121 76	30,365 38
Fuel: cost and labor of preparing for use.....	37,161 33	9,290 33	27,871 00
Oil and waste for engines and tenders.....	5,143 79	1,285 95	3,857 84
Oil and waste for freight cars.....			
Oil and waste for passenger and baggage cars.....	494 66	123 66	371 00
Loss and damage of goods and baggage.....	30 00	7 50	22 50
Damage for injuries of persons.....	512 20	128 05	384 15
Damage to property, including damages by fire and cattle killed on road.....	2,616 68	654 17	1,962 51
General superintendence.....	15,898 79	1,887 54	14,011 25
Contingencies.....			
Totals.....	\$188,722 65	\$43,806 40	\$144,916 25
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.....	\$176,550 85	\$44,137 70	\$132,413 15
Repairs of machinery.....	49,145 94	9,782 67	39,363 27
Operating.....	186,722 65	43,806 40	144,916 25
Totals.....	\$414,419 44	\$97,726 77	\$316,692 67

# BUFFALO, NEW YORK AND PHILADELPHIA

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers.....	\$134,313 17
From freight.....	704,156 58
From other sources.....	26,398 84
Total .....	\$864,868 59

RECEIPTS.	
From passengers.....	\$134,313 17
From freight.....	704,156 58
Miscellaneous receipts.....	\$2,731 37
Milk freight.....	3,004 32
Telegraph receipts.....	1,948 71
Extra baggage.....	243 76
American Express Company.....	9,657 50
United States mail.....	8,813 18
	26,398 84
Total.....	\$864,868 59

PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For transportation expenses.....	\$414,419 44
For interest.....	250,011 89
For payments to surplus fund.....	200,437 26
Total.....	\$864,868 59

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
14.....	.....	.....	1	.....	.....	.....	1	.....
2.....	.....	.....	1	.....	.....	.....	1	.....
13.....	.....	.....	.....	.....	1	.....	1	.....
Oct 10.....	.....	.....	.....	.....	1	.....	1	.....
Totals .....	.....	.....	2	.....	2	.....	4	.....

Following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

Oct 14. Charles Sweezey, brakeman, fell from his train in the night, near Elma, and was killed.

Oct 2. Frederick Moss, switchman, caught between cars in performance of his duty and killed, at Buffalo.

Oct 13. Luke Kenney, stealing a ride on freight train, and in jumping off was killed, at Portville.

Oct 10. An unknown man, intoxicated, fell under a train and had both legs broken, at Olean, and died from injuries.



RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Watkins.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.
.....	Buffalo.

.....	President, Buffalo.
.....	Treasurer and Secretary, Buffalo.
.....	Engineer, Buffalo.
.....	Superintendent, Buffalo.

ed for this company should be addressed, 577 Louisiana  
y, N. Y.

caused the foregoing statements to be prepared by the  
s of this company, from the books and records, and have  
racticable, and believe them to be correct.

igned) FRANKLIN S. BUELL, *Treasurer.*  
WM. ROBINSON, *General Superintendent.*

(No. 30.)

BUFFALO NIAGARA SLIP.

} ss.:  
resident of the Buffalo Niagara Slip Railroad Company,  
self deposes and says, that the statements in the annexed  
igned, at the end thereof, are true and correct, according to  
information, and belief.

(Signed) JAMES TILLINGHAST.

before me, }  
ber, 1877. }

CHARLES A. POOLEY, *Notary Public, Erie Co., N. Y.*

CAPITAL STOCK.

er .....	\$20,000 00
ed .....	15,100 00
report .....	1,510 00
t .....	1,510 00

This company was organized to build a road from a point connecting with the Niagara Falls branch of the New York Central and Hudson River Railroad, near Georgia street in Buffalo city, extending southerly on a curved line, between the Erie canal and said road, to near Niagara slip or slip No. 3, and thence extending southwesterly, parallel with Niagara slip, to the original shore line of Lake Erie.

The length of said railroad, as near as the same can be estimated, will not exceed, when completed, one mile.

No part of the work has as yet been constructed.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

J. TILLINGHAST.....	Buffalo, N. Y.
W. W. GRIMES.....	Lancaster, N. Y.
J. W. TILLINGHAST.....	Buffalo, N. Y.
GEORGE B. GATES.....	Buffalo, N. Y.
S. F. HARTMAN.....	Lancaster, N. Y.
HENRY WATERS.....	Buffalo, N. Y.
F. D. STOW.....	Buffalo, N. Y.
C. W. POLLARD.....	Buffalo, N. Y.
T. DUVAL.....	Buffalo, N. Y.
D. H. McMILLAN.....	Buffalo, N. Y.
A. P. LANING.....	Buffalo, N. Y.
JOHN McLEAN.....	Buffalo, N. Y.
SETH E. WELLS.....	Buffalo, N. Y.

JAMES TILLINGHAST..... President.

F. D. STOW..... Vice-President.

W. H. GRIMES..... Secretary and Treasurer.

Communications for this company should be addressed, J. TILLINGHAST, President, Buffalo, Erie county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. TILLINGHAST, *President.*

(No. 31.)

## ALSO AND SOUTHWESTERN.

ss.:  
 dent, and JOHN F. MOULTON, late acting Superintendent of  
 and Southwestern Railroad Company, being severally  
 poses and says, that the statements in the annexed report,  
 each of them, at the end thereof, are true and correct,  
 is knowledge, information, and belief.

(Signed) JAMES ADAMS,  
 JOHN F. MOULTON.

before me, }  
 er, 1878. }

WILSON S. BISSELL,  
*Notary Public, Erie County.*

## STOCK AND DEBTS.

er .....	\$943,800 00
ed.....	943,800 00
of capital stock .....	943,800 00
ed debt.....	1,099,706 67
g debt.....	197,695 10
ed and floating debt .....	1,297,401 77
of interest on funded debt.....	6 per ct. gold.

Buffalo and Jamestown Railroad, was sold at foreclosure  
 the Buffalo and Southwestern Railroad, on the first day of  
 is report cover but nine months of the year 1878.

## COST OF ROAD AND EQUIPMENT.

	By present report.
iron.....	\$28,297 48
tions, buildings and fixtures .....	118 60
achine shops, machinery and fixtures.....	1,099 50
fences .....	131 80
and snow plows .....	30,205 00
.....	608 04
closure .....	\$1,000,000 00
ssumed.....	128,888 52
	<u>1,128,888 52</u>
l equipment.....	<u>\$1,189,348 94</u>

## CHARACTERISTICS OF ROAD.

.....	67.236 miles.
ate .....	67.236 "
.....	67.236 "
is State .....	67.236 "
ncluding sidings .....	9.075 "
on main track.....	56 and 60 lbs.



Number of engine-houses and shops.....	2
Number of engines.....	9
Number of first-class passenger cars.....	9
Number of baggage, mail, and express cars.....	2
Number of freight cars, including coal cars.....	136
Number of service cars.....	1

Length of main line of road from Buffalo to Jamestown, New York, 67.236 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	87,056
Number of miles run by freight trains.....	75,673
Number of passengers (all classes) carried in cars.....	101,024
Number of miles traveled by passengers, or number of passengers carried one mile.....	3,770,017
Number of tons, of 2,000 pounds, of freight carried in cars.....	138,227.52
Total movement of freight, or number of tons carried one mile.....	9,554,156.32
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops...	30
Rate of speed of same when in motion.....	35
Average rate of speed adopted by freight trains, including stops....	12
Rate of speed of same when in motion.....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	91
Average weight, in tons, of freight trains, exclusive of freight.....	303

#### THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	\$11,881 68
Of animals.....	4,574 70
Of vegetable food.....	5,645 61
Other agricultural products.....	886 46
Manufactures.....	7,974 80
Merchandise.....	8,350 85
Coal.....	92,407 55
Other articles.....	6,505 87
Total.....	\$138,227 52

#### THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3 "
For second-class through passengers.....	2 "
For second-class way passengers.....	3 "
For emigrant through passengers.....	2 "
For emigrant way passengers.....	3 "

	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$20,447 72	\$11,514 12
Repairs of bridges.....	493 20	277 72
Repairs of telegraph.....	26 00	14 64
Cost of iron used in repairs.....	686 20	386 40
Repairs of buildings.....	310 49	174 84
Repairs of fences and gates.....	306 99	172 87
Taxes on real estate.....	9,076 60	5,111 04
Totals.....	\$31,947 20	\$17,651 63
REPAIRS OF MACHINERY.		
Repairs of engines and tenders.....	\$10,334 54	\$5,816 38
Repairs of passenger and baggage cars.....	2,519 28	.....
Repairs of freight cars.....	7,443 62	7,443 62
Repairs of tools and machinery in shops.....	634 50	357 29
Totals.....	\$20,931 94	\$13,620 29

## EXPENSES.

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$3,137 48	\$1,370 77	\$1,766 71
Agents and clerks .....	11,263 56	4,921 05	6,342 51
Labor: loading and unloading freight.....	3,578 61	.....	3,578 61
Porters, watchmen, and switchtenders.....	1,362 00	595 06	766 94
Conductors, baggage and brakemen.....	12,608 79	5,508 78	7,100 01
Engineers and firemen.....	13,132 20	5,746 20	7,406 00
Fuel: cost and labor of preparing for use .....	17,600 97	7,689 86	9,911 11
Oil and waste for engines and tenders.....	2,544 03	1,111 49	1,432 54
Loss and damage of goods and baggage .....	196 97	86 06	110 91
Damage to property, including damages by fire and cattle killed on road.....	20 00	8 74	11 26
General superintendence.....	5,747 87	2,511 24	3,236 63
Contingencies .....	48,160 41	11,483 82	36,724 59
Totals.....	\$119,372 89	\$40,985 07	\$78,387 82



## SUBDIVISION OF CONTINGENCIES.

.....	\$1,552 55
s, etc. ....	3,599 41
cars .....	14,265 19
ght cars .....	15,832 25
enger cars .....	6,293 90
expenses .....	31 29
.....	6,585 82
.....	
.....	<u>\$48,160 41</u>

## CAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
etc. ....	\$31,347 20	\$13,695 57	\$17,651 63
.....	20,931 94	7,311 65	13,620 29
.....	119,372 89	40,985 07	78,387 82
.....			
.....	<u>\$171,652 03</u>	<u>\$61,992 29</u>	<u>\$109,659 74</u>

## ININGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$85,299 84
.....	124,815 48
s .....	11,534 67
.....	
.....	<u>\$221,649 99</u>

.....	\$85,299 84
.....	124,815 48
.....	\$3,553 07
.....	2,782 69
.....	1,009 38
.....	126 96
ipts.....	4,062 57
.....	<u>11,534 67</u>
.....	
.....	<u>\$221,649 99</u>

## THAN FOR CONSTRUCTION.

expenses.....	\$171,652 03
.....	8,800 24
urplus fund.....	41,197 72
.....	
of surplus fund.....	<u>\$221,649 99</u>

# BUFFALO AND SOUTHWESTERN

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
0.....	....	1	....	....	....	....	....	1
8.....	1	....	....	....	....	....	1	....
ber 2.....	....	....	....	1	....	....	....	1
als.....	1	1	....	1	....	....	1	2

Following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

8.  
 20th. Train No. 16 struck an unknown man at Collins' station. He was killed with his head upon the rail, apparently wishing to commit suicide; head injured considerably; at last account was in fair way to recover.  
 28th. Train No. 14, while switching at Dayton, struck Mr. Devine, who was standing on crossing; left arm and side badly jammed; he died two hours later.  
 Number 2d. Train No. 13 struck C. B. Sturtevant, agent, at Kennedy, while on main track; injured internally.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

JAMES ADAMS.....	Buffalo, N. Y.
HENRY MARTIN.....	Buffalo, N. Y.
JOHN F. MOULTON.....	Buffalo, N. Y.
W. S. BISSELL.....	Buffalo, N. Y.
GEORGE BEALS.....	Buffalo, N. Y.
W. TILLINGHAST.....	Buffalo, N. Y.
GEORGE TALBOT.....	Buffalo, N. Y.
H. H. NEWMAN.....	Buffalo, N. Y.
HENRY KIP.....	Buffalo, N. Y.
EDMOND KINGMAN.....	Cummington, Mass.
JONES.....	Buffalo, N. Y.
S. JENKS.....	Gowanda, N. Y.
ALTMAN.....	Buffalo, N. Y.

JAMES ADAMS.....	President.
A. ALTMAN.....	Treasurer.
W. S. BISSELL.....	Secretary, pro tem.
JOHN F. MOULTON, General Manager.....	Superintendent.

Communications intended for this company should be addressed, JOHN F. MOULTON, Main street, Buffalo, Erie county, N. Y.



ve caused the foregoing statements to be prepared by the  
als of this company, from the books and records, and have  
practicable, and believe them to be correct.

(Signed) JAMES ADAMS, *President*.  
JOHN F. MOULTON, *General Manager*.

(No. 32.)

## BUFFALO, SYRACUSE AND ALBANY.

gn, President of the Buffalo, Syracuse and Albany Railroad  
deposes and says, that the statements in the annexed report,  
by him at the end thereof, are true and correct, according  
edge, information, and belief.

(Signed) J. D. FEATHERSTONHAUGH.

before me, }  
ber, 1878. }  
S. A. ROCKFELLER,  
ry Public, New York County.

### STOCK AND DEBTS.

ter .....	\$10,000,000 00
bed.....	1,404,500 00
n of capital stock .....	70,000 00

anized January 29, 1878.

e session of 1878, this company introduced an act, entitled  
transportation to the people of the State of New York, by  
n the banks of the canals of the State, and authorizing the  
Albany Railroad Company to construct a railroad thereon,  
ving and transportation purposes;" and this company pro-  
ne bill to the coming Legislature of 1879.

### CHARACTERISTICS OF ROAD.

.....	338 miles.
ate .....	338 "
oad from Buffalo to Albany .....	338 "

### D RESIDENCES OF OFFICERS OF THE COMPANY.

#### *Directors.*

.....	Buffalo, N. Y.
.....	Lockport, N. Y.
.....	Oswego, N. Y.
.....	Rochester, N. Y.

ALFRED WILKINSON .....	Syracuse, N. Y.
THOMAS H. STRYKER .....	Rome, N. Y.
ADDISON DAY .....	Utica, N. Y.
J. D. FEATHERSTONHAUGH .....	Schenectady, N. Y.
S. H. SWEET .....	Albany, N. Y.
J. W. VAN VALKENBURGH .....	Albany, N. Y.
CHARLES ELY .....	New York city.
EDWARD CRANE .....	New York city.
EDWARD APPLETON .....	Boston, Mass.
J. D. FEATHERSTONHAUGH .....	President.
J. B. HOUSTON .....	Treasurer.
F. E. FROTHINGHAM .....	Secretary.

Communications intended for this company should be addressed, F. E. FROTHINGHAM, Secretary, Coal and Iron Exchange Building, 21 Cortlandt street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. D. FEATHERSTONHAUGH, *President.*

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(No. 33.)

CANAL.

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STATE OF NEW YORK, }  
*Chemung County,* } ss.:

ROBERT T. TURNER, President, and MATTHIAS H. ARNOT, Secretary and Treasurer of the Canal Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT T. TURNER,  
MATTHIAS H. ARNOT.

Subscribed and sworn to before me, }  
this 10th day of October, 1878. }

PLATT V. BRYAN,  
*Notary Public.*

STOCK AND DEBTS.

Capital stock, as by charter .....	\$60,000 00
Amount of stock subscribed .....	6,750 00
Total amount now paid in of capital stock .....	653 00

The construction of this road has not yet commenced.



## RESIDENCES OF OFFICERS OF THE COMPANY.

.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Breesport, N. Y.
.....	Elmira, N. Y.
.....	Horseheads, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.

ER..... President.

OT..... Treasurer and Secretary.

ed for this company should be addressed, ROBERT T.  
ter street, Elmira, Chemung county, N. Y.

caused the foregoing statements to be prepared by the  
s of this company, from the books and records, and have  
practicable, and believe them to be correct.

(Signed) ROBERT T. TURNER,  
MATTHIAS H. ARNOT.

(No. 34.)

## CANANDAIGUA, PALMYRA AND ONTARIO.

ss.:  
urer of the Canandaigua, Palmyra and Ontario Railroad  
eposes and says, that the statements in the annexed report,  
him at the end thereof, are true and correct, according to  
information, and belief.

(Signed) PLINY T. SEXTON.

before me, }  
r, 1877. }

ROBERT M. SMITH,  
Notary Public, Wayne County, N. Y.

## STOCK AND DEBTS.

er .....	\$1,000,000 00
ed .....	41,900 00
t report .....	6,680 00
of capital stock .....	6,680 00

# 98      *CARTHAGE, WATERTOWN AND SACKETT'S HARBOR*

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Engineering and agencies .....	\$6,632 49	\$6,658 04

## CHARACTERISTICS OF ROAD.

Length of road .....	35 miles.
Length of road in this State .....	35    "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### *Directors.*

JAMES BRACKETT .....	Rochester, N. Y.
J. E. ELLIOTT .....	Clinton, N. Y.
T. G. YEOMANS .....	Walworth, N. Y.
WALLACE SHERMAN .....	Macedon, N. Y.
A. P. CRANDALL .....	Palmyra, N. Y.
C. W. BENNETT .....	Palmyra, N. Y.
J. R. PRATT .....	Manchester, N. Y.
JAMES McKECHNIE .....	Canandaigua, N. Y.
LEVI TILLOTSON .....	Canandaigua, N. Y.
H. C. LUCAS .....	Canandaigua, N. Y.
ROBERT CHAPIN .....	Canandaigua, N. Y.

JAMES McKECHNIE .....	Vice-President.
PLINY T. SEXTON .....	Treasurer and Secretary.
R. E. HUSLEY .....	Engineer.

Communications intended for this company should be addressed, PLINY T. SEXTON, Secretary, Palmyra, Wayne county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)      PLINY T. SEXTON, *Treasurer.*

(No. 35.)

## CARTHAGE, WATERTOWN AND SACKETT'S HARBOR.

STATE OF NEW YORK, }  
*Jefferson County,* } ss.:

GEORGE H. SHERMAN, Secretary and Treasurer of the Carthage, Watertown and Sackett's Harbor Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)      G. H. SHERMAN.

Subscribed and sworn to before me, }  
this 14th day of November, 1878. }

N. P. WARDWELL,  
*Notary Public.*



## STOCK AND DEBTS.

er .....	\$700,000 00
ed .....	491,700 00
t report .....	486,953 00
of capital stock .....	486,953 00
report .....	300,000 00
ed debt .....	300,000 00
ed and floating debt .....	300,000 00
of interest on funded debt .....	7 per cent.

will appear in report of the Utica and Black River Railroad

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
ry .....	\$602,050 06	\$602,050 06
iron .....		
tions, buildings and .....		
machine shops, ma .....	17,932 59	17,932 59
fences .....	126,827 78	126,827 78
and snow plows .....	10,103 80	10,103 80
ars .....	10,170 63	10,170 63
.....	5,552 05	5,552 05
.....	11,046 35	11,046 35
l equipment .....	\$783,683 26	\$783,683 26

## CHARACTERISTICS OF ROAD.

.....	30 miles.
te .....	30 "
.....	30 "
s State .....	30 "
cluding sidings .....	1 "
on main track .....	56 lbs.
and shops .....	3
.....	2
senger cars (rated as 8-wheel cars) .....	2
l, and express cars (rated as 8-wheel cars), .....	1
.....	8
and from Carthage to Sackett's Harbor .....	30 miles.

and operated by, the Utica and Black River Railroad Com-  
and expenses appear in the report of that company.

## EARNINGS, CASH RECEIPTS, AND PAYMENTS.

Black River Railroad Company paid \$18,499.04 interest on the out-  
any. No other rental was paid.

*State Engineer and Surveyor.*



## NAMES AND RESIDENCES OR OFFICERS OF THE COMPANY.

*Directors.*

GEORGE B. PHELPS .....	Watertown, N. Y.
NORRIS WINSLOW .....	Watertown, N. Y.
PIERSON MUNDY .....	Watertown, N. Y.
ISAAC MUNSON .....	Watertown, N. Y.
GEORGE H. SHERMAN .....	Watertown, N. Y.
GEORGE N. BAGLEY .....	Watertown, N. Y.
HIRAM CONVERSE .....	Watertown, N. Y.
H. W. SHREAD .....	Watertown, N. Y.
WILLARD IVES .....	Watertown, N. Y.
THEODORE CANFIELD .....	Sackett's Harbor, N. Y.
WALTER B. CAMP .....	Sackett's Harbor, N. Y.
DAVID DEXTER .....	Black River.
R. P. FLOWER .....	New York City.

GEORGE B. PHELPS ..... President.

G. H. SHERMAN ..... Secretary and Treasurer.

Communications intended for this company should be addressed, GEORGE H. SHERMAN, Watertown, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)

G. H. SHERMAN,

*Secretary and Treasurer.*

(No. 36.)

## CAYUGA SOUTHERN.

STATE OF NEW YORK, } ss.:  
Cayuga County, }

GEORGE C. MORRIS and WILLIAM STEPHENSON, acting Superintendent of operations of the Cayuga Southern Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

GEORGE C. MORRIS,  
W. STEPHENSON.

Subscribed and sworn to before me, }  
this 26th day of November, 1878. }

W. C. ALDERSON,

*Notary Public.*

NOTE.—This report includes the operations of the Cayuga railroad from October 1, 1877, to December 3, 1877, inclusive.

*State Engineer and Surveyor.*

## STOCK AND DEBTS.

er.....	\$425,000 00
ed.....	425,000 00
of capital stock.....	425,000 00
g debt.....	30,190 20
ed and floating debt.....	30,190 20

## COST OF ROAD AND EQUIPMENT.

	By present report.
ipment.....	\$425,000 00

## CHARACTERISTICS OF ROAD.

.....	38 miles.
te.....	38 "
.....	38 "
s State.....	38 "
ncluding sidings.....	5 "
on main track.....	56 pounds.
and shops.....	2
.....	1
enger cars.....	1
, and express cars.....	1
ncluding coal cars.....	6
ad from Cayuga to Ithaca.....	38 miles.

## YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passenger trains.....	25,040
coal trains.....	27,080
freight trains.....	25,040
l classes) carried in cars.....	43,345
d by passengers, or number of passengers	
.....	614,807
pounds, of freight carried in cars.....	21,315.01
te.....	134,171.00
t, or number of tons carried one mile.....	448,648.42
te.....	4,531,690.00
opted by ordinary passenger trains, includ-	
er).....	20
en in motion.....	30
opted by express trains, including stops...	20
en in motion.....	30
opted by freight trains, including stops....	8
en in motion.....	12
of passenger trains, exclusive of passengers	
.....	44
of freight trains, exclusive of freight.....	178

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	}	21,315.01
Of animals.....		
Of vegetable food.....		
Other agricultural products.....		
Manufactures.....	}	134,171.00
Merchandise.....		
Coal.....		134,171.00
Total.....		<u>155,486.01</u>

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	<u>3 "</u>

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	PASSENGER AND FREIGHT TRANSPORTATION.	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$33,881 82	\$12,770 18	\$21,111 64
Repairs of bridges. ....	1,208 08	455 45	752 63
Taxes on real estate. ....	3,398 28	1,283 15	2,115 13
Totals. ....	\$38,488 18	\$14,508 78	\$23,979 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$4,334 20	\$1,637 23	\$2,696 97
Repairs of passenger and baggage cars. ....	418 83	418 83	.....
Repairs of freight cars. ....	1,379 04	.....	1,379 04
Totals. ....	\$6,132 07	\$2,056 06	\$4,076 01

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	}	21,315.01
Of animals.....		
Of vegetable food.....		
Other agricultural products.....		
Manufactures.....		
Merchandise.....		
Coal.....		134,171.00
Total.....		<u>155,486.01</u>

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	<u>3 "</u>



MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	EXPENDED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$33,881 82	\$12,770 18	\$21,111 64
Repairs of bridges.....	1,208 08	455 45	752 63
Taxes on real estate.....	3,398 28	1,283 15	2,115 13
Totals.....	\$38,488 18	\$14,508 78	\$23,979 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$4,334 20	\$1,637 23	\$2,696 97
Repairs of passenger and baggage cars.....	418 83	418 83	.....
Repairs of freight cars.....	1,379 04	.....	1,379 04
Totals.....	\$6,132 07	\$2,056 06	\$4,076 01

## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$650 43	\$165 44	\$484 99
Agents and clerks. ....	6,696 96	2,656 24	4,040 72
Porters, watchmen, and switchtenders. ....	946 77	356 93	589 84
Conductors, baggage and brakemen. ....	12,550 19	3,497 64	9,052 55
Fuel: cost and labor of preparing for use. ....	8,870 38	3,349 13	5,521 25
Damage to property, including damages by fire and cattle killed on road. ....	45 00	16 97	28 03
Totals. ....	\$29,759 73	\$10,042 35	\$19,717 38
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$38,488 18	\$14,508 78	\$23,979 40
Repairs of machinery. ....	6,132 07	2,056 06	4,076 01
Operating. ....	29,759 73	10,042 35	19,717 38
Totals. ....	\$74,379 98	\$26,607 19	\$47,772 79

## EXPENSES AND CASH RECEIPTS AND PAYMENTS.

.....	\$16,417 26
.....	27,143 40
.....	3,040 36
.....	<u>\$46,601 02</u>

.....	\$16,417 26
.....	27,143 40
.....	\$26 00
.....	1,785 91
.....	1,228 45
.....	<u>30,190 20</u>
.....	33,230 56

.....	<u>\$76,791 22</u>
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## EXPENSES FOR CONSTRUCTION.

.....	\$74,379 98
.....	2,411 24
.....	<u>\$76,791 22</u>

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Ithaca, N. Y.
.....	Ithaca, N. Y.
.....	Auburn, N. Y.
.....	New York city.
.....	Auburn, N. Y.
.....	Auburn, N. Y.
.....	Auburn, N. Y.
.....	Brooklyn, N. Y.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.

.....	President, Philadelphia, Pa.
.....	Treas. and Sec., Philadelphia, Pa.
.....	Superintendent, Ithaca, N. Y.

ed for this company should be addressed, Cayuga Southern  
38 South Third street, Philadelphia, Pa.

caused the foregoing statements to be prepared by the  
s of this company, from the books and records, and have  
practicable, and believe them to be correct.

(Signed) GEO. C. MORRIS, *President.*  
WM. STEVENSON, *Superintendent.*



# CAYUGA AND SUSQUEHANNA

(No. 37.)

## CAYUGA AND SUSQUEHANNA.

OF NEW YORK, ss.:

BY R. PYNE, Treasurer, and WILLIAM R. HUMPHREY, acting Superintendent of  
ions of the Cayuga and Susquehanna Railroad Company, being severally  
each for himself deposes and says, that the statements in the annexed report,  
has been signed by each of them at the end thereof, are true and correct,  
ing to the best of his knowledge, information, and belief.

(Signed) P. R. PYNE,  
W. R. HUMPHREY.

ibed and sworn to before me by }  
R. Pyne, this 21st day of Novem- }  
1878.

J. M. ANDREINI,  
Notary Public, New York County.

ibed and sworn to before me by }  
R. Humphrey, this 13th day of }  
ember, 1878.

H. W. STEPHENS,  
Notary Public.

### STOCK AND DEBTS.

l stock, as by charter.....	\$1,500,000 00
nt of stock subscribed.....	687,000 00
nt paid in, as by last report .....	589,110 00
amount now paid in of capital stock.....	589,110 00

the railroad is leased to and operated by the Delaware, Lackawanna and  
rn Railroad Company.

### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
raduation and masonry .....	\$169,074 49	\$169,074 49
idges .....	29,093 39	29,093 39
structure, including iron .....	293,477 04	293,477 04
nger and freight stations, buildings and } res .....	45,622 82	45,622 82
e and car houses, machine shops, ma- ery and fixtures.....		
land damages, and fences.....	52,803 89	52,803 89
otives and fixtures, and snow plows .....	41,570 00	41,570 00
nger and baggage cars .....	10,196 88	10,196 88
nt and other cars.....	27,774 21	27,774 21
ngineering and agencies .....	22,063 59	22,063 59
boats.....	52,409 95	52,409 95
total cost of road and equipment.....	\$744,087 16	\$744,087 16

## CHARACTERISTICS OF ROAD.

.....	34.61 miles.
te .....	34.61 "
.....	34.61 "
s State.....	34.61 "
cluding sidings.....	6 "
on main track .....	56 to 68½ pds.
and shops .....	2
.....	6
essenger cars.....	2
and emigrant passenger cars .....	2
l, and express cars.....	2
ad from Owego to Cayuga lake .....	34.61 miles.

## YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passenger trains .....	41,369
freight trains.....	34,175
l classes) carried in cars .....	25,016
l by passengers, or number of passengers .....	469,767
pounds, of freight carried in cars .....	47,368
t, or number of tons carried one mile .....	1,448,964
opted by ordinary passenger trains, includ- r) .....	20
en in motion .....	24
opted by express trains, including stops...	20
en in motion .....	24
opted by freight trains, including stops....	12
en in motion .....	14
of passenger trains, exclusive of passengers .....	50
of freight trains, exclusive of freight .....	125

## FREIGHT, SPECIFYING THE QUANTITY IN TONS.

est .....	3,461
.....	1,149
.....	4,615
ts .....	962
.....	1,159
.....	1,770
.....	32,010
.....	2,242
.....	47,368

PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

ssengers .....	4 cents.
gers .....	4 "
ssengers.....	2 "
gers .....	2 "



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron .....	\$14,109 69	\$7,054 84	\$7,054 85
Repairs of bridges .....	74 42	.....	74 42
Cost of iron used in repairs .....	7,700 00	3,850 00	3,850 00
Repairs of buildings .....	25 46	15 27	10 19
Repairs of fences and gates .....	879 57	9 57	370 00
Taxes on real estate .....	4,431 05	2,267 50	2,163 55
Totals .....	\$28,720 19	\$13,197 18	\$13,523 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$2,504 76	\$968 22	\$1,536 54
Repairs of passenger and baggage cars .....	568 34	563 34	.....
Repairs of freight cars .....	1,801 11	.....	1,801 11
Repairs of tools and machinery in shops .....	1,445 94	481 98	963 96
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	1,813 60	604 53	1,209 07
Totals .....	\$8,128 75	\$2,618 07	\$5,510 68

	Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$524 53	\$262 26	\$262 27
Agents and clerks .....	3,618 44	1,809 22	1,809 22
Labor: loading and unloading freight.....	2,420 94	.....	2,420 94
Porters, watchmen, and switchtenders .....	263 92	131 96	131 96
Wood and water station attendance .....	994 12	497 06	497 06
Conductors, baggage and brakemen .....	4,432 26	2,402 00	2,030 26
Enginemen and firemen .....	4,917 96	2,751 90	2,166 06
Fuel: cost and labor of preparing for use.....	7,845 22	3,922 61	3,922 61
Oil and waste for engines and tenders .....	567 68	276 12	291 56
Oil and waste for freight cars .....	42 50	.....	42 50
Oil and waste for passenger and baggage cars .....	67 22	67 22	.....
Loss and damage of goods and baggage .....	48 65	24 32	24 33
General superintendence .....	3,150 00	1,575 00	1,575 00
Contingencies .....	3,728 09	1,737 08	1,991 01
Totals .....	\$32,621 53	\$15,456 75	\$17,164 78

# CAYUGA AND SUSQUEHANNA

## SUBDIVISION OF CONTINGENCIES.

rent expenses at general office, New York .....	\$3,025 03
rental expenses, etc., New York .....	436 04
cost of cars .....	29 94
cost of small items .....	237 08
<b>Total .....</b>	<b>\$3,728 09</b>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
maintaining road-bed, etc. ....	\$26,720 19	\$13,197 18	\$13,523 01
cost of machinery .....	8,128 75	2,618 07	5,510 68
freight .....	32,621 53	15,456 75	17,164 78
<b>Totals .....</b>	<b>\$67,470 47</b>	<b>\$31,272 00</b>	<b>\$36,198 47</b>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

### EARNINGS.

from passengers .....	\$16,439 47
from freight .....	30,136 68
from other sources .....	4,708 87
<b>Total .....</b>	<b>\$51,285 02</b>

### RECEIPTS.

from passengers .....	\$16,439 47
from freight .....	30,136 68
express .....	\$2,175 22
mail .....	2,519 61
telegraph .....	14 04
	4,708 87
<b>Total .....</b>	<b>\$51,285 02</b>

### PAYMENTS OTHER THAN FOR CONSTRUCTION.

for transportation expenses .....	\$67,470 47
for dividends on stock—amount and rate per cent. ....	53,019 90
rent on coal lands .....	1,580 10
<b>Total .....</b>	<b>\$122,070 47</b>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

THOMAS W. GALE .....	New York.
JOSEPH TAYLOR .....	New York.
WILLIAM E. DODGE .....	New York.
JOHN J. BLAIR .....	Blairstown, N. J.
B. WILLIAMS .....	Ithaca.
WILLIAM WALTER PHELPS .....	New York.
STEPHEN MERRIHEW .....	New York.
MERCY R. PYNE .....	New York.
ARTHUR BONDON .....	New York.



E..... President.  
 ..... Secretary and Treasurer.  
 HUMPHREY..... Superintendent.

ed for this company should be addressed, PERCY R. PYNE,  
 street, New York.

e caused the foregoing statements to be prepared by the  
 ts of this company, from the books and records, and have  
 practicable, and believe them to be correct.

(Signed) P. R. PYNE, *Treasurer*.  
 W. R. HUMPHREY, *Superintendent*.

(No. 38.)

VIA, CANASTOTA AND DE RUYTER.

X, } ss. :

reasurer, and JOHN STEBBINS, acting Superintendent of oper-  
 Canastota and De Ruyter Railroad Company, being sever-  
 self deposes and says, that the statements in the annexed  
 signed by each of them, at the end thereof, are true and  
 best of his knowledge, information, and belief.

(Signed) LEWISON FAIRCHILD,  
 JOHN STEBBINS.

o before me, }  
 nber, 1878. }

D. H. RASBACH, *Notary Public*.

#### STOCK AND DEBTS.

ter .....	\$1,100,000 00
bed .....	614,000 00
st report. ....	614,000 00
n of capital stock .....	614,000 00
ded debt. ....	600,000 00
report. ....	3,656 48
ing debt. ....	7,220 89
ded and floating debt. ....	607,220 89
n, of interest on funded debt. ....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$350,100 00	\$350,100 00
For bridges .....	2,400 00	2,400 00
Superstructure, including iron .....	125,000 00	125,000 00
Passenger and freight stations, buildings and fixtures .....	18,500 00	18,500 00
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages, and fences.....	54,000 00	54,000 00
Locomotives and fixtures, and snow plows .....	13,000 00	13,000 00
Passenger and baggage cars.....	8,000 00	8,000 00
Freight and other cars.....	5,000 00	5,000 00
Engineering and agencies.....	38,000 00	38,000 00
Total cost of road and equipment.....	\$614,000 00	\$614,000 00

## CHARACTERISTICS OF ROAD.

Length of road.....	29.25 miles.
Length of road in this State .....	29.25 "
Length of road laid.....	29.25 "
Length of road laid in this State .....	29.25 "
Weight of rail, per yard, on main track .....	60 pounds.
Number of engine-houses and shops .....	2
Number of engines .....	2
Number of first-class passenger cars.....	2
Number of baggage, mail, and express cars.....	2
Number of freight cars, including coal cars.....	12
Length of main line of road from Canastota to De Ruyter.....	29.25 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains* .....	28,650
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars .....	15,539
Number of miles traveled by passengers, or number of passengers carried one mile .....	149,472
Number of tons, of 2,000 pounds, of freight carried in cars.....	7,075
Total movement of freight, or number of tons carried one mile.....	99,050
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	20
Rate of speed of same when in motion.....	25
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	75

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	1,090
Of animals .....	140
Of vegetable food.....	320
Other agricultural products .....	685
Manufactures .....	2,150

\* Passenger and freight trains run together.



## RAILROAD REPORT.

113

.....	225
.....	1,425
.....	1,040
.....	<u>7,075</u>

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES  
PER MILE, AS FOLLOWS.

Passengers .....	5 cents.
Freight .....	5 "

IN THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Railroad, excepting cost of iron .....	\$7,875 57
Land .....	4 67
.....	484 33
.....	<u>\$8,314 57</u>

## EXPENSES OF REPAIRS OF MACHINERY.

Locomotives .....	\$783 04
Passenger cars .....	} 254 16
Freight cars .....	
Machinery in shops .....	
.....	<u>\$1,037 20</u>

## EXPENSES OF OPERATING THE ROAD.

Salaries, etc. ....	\$59 97
.....	2,533 34
Switchtenders .....	840 00
Brakemen .....	960 00
.....	1,886 00
Preparing for use .....	2,222 56
Cars .....	219 30
.....	666 66
.....	<u>\$9,387 83</u>

CONSTITUTION OF TRANSPORTATION EXPENSES.

Locomotives .....	\$8,314 57
.....	1,037 20
.....	9,387 83
.....	<u>\$18,739 60</u>

INCOME AND CASH RECEIPTS AND PAYMENTS.

.....	\$7,830 21
.....	7,389 03
.....	843 56
.....	<u>\$16,062 80</u>

.....	\$7,830 21
.....	7,379 03
.....	\$120 00
.....	666 56
.....	42 00
.....	<u>828 56</u>
.....	<u>\$16,037 80</u>

## 3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses ..... \$18,739 60

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE J. RICE.....	Breesport.
SIDNEY T. FAIRCHILD.....	Cazenovia.
JOHN STEBBINS.....	Cazenovia.
CHARLES BROWN.....	Cazenovia.
L. WALTERS LEDYARD.....	Cazenovia.
JOHN FAIRCHILD.....	Cazenovia.
ERASTUS ABBOTT.....	New Woodstock.
DAVID H. RASBACH.....	Canastota.
LAMBERT B. KERN.....	De Ruyter.
CHARLES STEBBINS.....	Cazenovia.
JOSEPH NICHOLS.....	Cazenovia.
LEWISON FAIRCHILD.....	Cazenovia.

GEORGE J. RICE.....	President.
LEWISON FAIRCHILD.....	Treasurer and Secretary.
JOHN STEBBINS.....	Superintendent.

Communications intended for this company should be addressed, Cazenovia, Madison county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)      LEWISON FAIRCHILD, *Treasurer.*  
                  JOHN STEBBINS, *Superintendent.*

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(No. 39.)

## CENTRAL SARATOGA.

STATE OF NEW YORK, }  
 New York City and County, } ss.:

CHARLES C. CLARKE, Treasurer of the Central Saratoga Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)      C. C. CLARKE.

Subscribed and sworn to before me, }  
 this 19th day of December, 1878. }

ISAAC P. CHAMBERS,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

ter.....	\$500,000 00
bed.....	500,000 00
of capital stock .....	25,000 00

ry surveys, no work has been done. No money has been

## CHARACTERISTICS OF ROAD.

.....	25 miles.
te .....	25 "
ad from Schenectady to Saratoga Springs..	25 "

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

LT .....	New York.
T.....	New York.
LT .....	New York.
RBILT .....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	Albany, N. Y.
.....	Buffalo, N. Y.
.....	Troy, N. Y.
T.....	President, New York.
.....	Treasurer, New York.
.....	Secretary, New York.
SE .....	Engineer, Albany.

ed for this company should be addressed, Central Saratoga  
Central Depot, New York.

caused the foregoing statements to be prepared by the  
s of this company, from the books and records, and has  
practicable, and believes them to be correct.

(Signed) C. C. CLARKE, *Treasurer.*

(No. 40.)

## CHARLOTTE LAKE VIEW.

K, }  
York, } ss.:

resident of the Charlotte Lake View Railroad Company,  
self deposes and says, that the statements in the annexed



report, which has been signed at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. TILLINGHAST.

Subscribed and sworn to before me, }  
this 14th day of December, 1878. }

CHARLES A. POOLBY,  
Notary Public, Erie County, N. Y.

## CAPITAL STOCK.

Capital stock, as by charter.....	\$200,000 0
Amount of stock subscribed.....	14,200 0
Total amount paid in, last report.....	1,420 0
Total amount paid in now.....	1,420 0

This company was organized to build a road from the New York Central and Hudson River Railroad tracks in the village of Charlotte, town of Greece, Monroe county, New York, along the shore of Lake Ontario to Braddock's Bay inlet.

The length of said railroad, as near as the same can be estimated, will be, when completed, seven miles.

The work of surveying the route and line has been partly done.

## CHARACTERISTICS OF ROAD.

Length of road.....	7 miles
---------------------	---------

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

J. TILLINGHAST.....	Buffalo, N. Y.
GEORGE J. WHITNEY.....	Rochester, N. Y.
GEORGE H. BURROWS.....	Rochester, N. Y.
J. M. WHITNEY.....	Rochester, N. Y.
W. H. CUMINGS.....	Rochester, N. Y.
W. H. GRIMES.....	Lancaster.
B. SPENCER.....	Rochester, N. Y.
A. G. YATES.....	Rochester, N. Y.
H. R. PIERSON.....	Albany, N. Y.
CHAS. H. FISHER.....	Albany, N. Y.
F. D. STOW.....	Buffalo, N. Y.
GEORGE DARLING.....	Rochester, N. Y.
EDWARD HARRIS.....	Rochester, N. Y.

J. TILLINGHAST.....	President.
G. J. WHITNEY.....	Vice-President.
W. H. GRIMES.....	Secretary and Treasurer.

Communications for this company should be addressed to me, at Buffalo, N. Y.

J. TILLINGHAST, *President.*

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. TILLINGHAST, *President.*

(No. 41.)

## CHAUTAUQUA LAKE.

LVANIA, }  
ty, } ss.:

ent, and J. A. COUTANT, acting Superintendent of operations  
ke Railroad Company, being severally sworn, each for himself  
the statements in the annexed report, which has been signed  
e end thereof, are true and correct, according to the best of  
ation, and belief.

(Signed) G. SHAMBURG,  
J. A. COUTANT.

to before me, }  
umber, 1878. }

JOHN O'NEILL,

*Notary Public.*

## STOCK AND DEBTS.

arter .....	\$500,000 00
ribed .....	140,000 00
last report. ....	14,000 00
in of capital stock. ....	14,000 00
st report. ....	567 43
ating debt .....	567 43

of floating debt reported has been paid by the president, who  
tock for this amount, but not having yet subscribed for said  
ws on the books as so much indebtedness.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
nd fences, and right of way		
.....	\$10,000 00	\$10,000 00
cies .....	4,567 43	4,567 43
and equipment. ....	\$14,567 43	\$14,567 43

## CHARACTERISTICS OF ROAD.

.....	25 miles.
state. ....	25 " "
road from Mayville to Jamestown and Falconer,	25 " "



# CHEMUNG

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

G. SHAMBURG	Titusville, Pa.
J. A. COUTANT	Titusville, Pa.
A. F. HOWARD	Dunkirk, N. Y.
E. G. PATTERSON	Titusville, Pa.
D. O. WICKHAM	Titusville, Pa.
ROGER SHERMAN	Titusville, Pa.
H. N. TWOMBLY	New York City.
W. W. PATRICK	Pittsburgh, Pa.
LOUIS EMERY, Jr.	Bradford, Pa.
HUGH O'HARE	Titusville, Pa.
B. F. WEAVER	Shamburgh, Pa.
DANIEL WILLIAMS	Ashville, N. Y.

GARSON SHAMBURG.... President, Titusville, Pa.

ROGER SHERMAN..... Treasurer and Secretary.

J. A. COUTANT..... Vice-President and Acting Superintendent.

Communications intended for this company should be addressed, J. A. COUTANT, Titusville, Pa.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

G. SHAMBURG, *President.*

J. A. COUTANT, *Vice-President and Acting Supt.*

(No. 42.)

## CHEMUNG.

STATE OF MARYLAND, }  
Baltimore City, } ss.:

J. S. LEIB, Treasurer of the Chemung Railroad Company, being sworn, deposes and says that the statements in the annexed report, which has been signed by him and the other officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

J. S. LEIB.

Subscribed and sworn to before me, }  
18th day of November, 1878. }

G. E. SANGSTON,

*Notary Public.*

### STOCK AND DEBTS.

Capital stock, as by charter	\$380,000 00
Amount of stock subscribed	380,000 00
Amount paid in, as by last report	380,000 00
Amount now paid in of capital stock	380,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Equipment.....	\$380,000 00	\$380,000 00

CHARACTERISTICS OF ROAD.

.....	17.8 miles.
te .....	17.8 "
.....	17.8 "
State.....	17.8 "
nd from Erie Junction to Watkins.....	17.8 "

INGS AND CASH RECEIPTS AND PAYMENTS.

ral Railroad Company, on account of net .....	\$22,800 00
per cent) .....	\$22,800 00

ent was paid in July, 1878, from net earnings of 1877.  
Company is a corporation organized under a special act of  
te of New York, passed May 14, 1845, entitled "An act to  
on of a railroad from the head of Seneca lake to the New  
the county of Chemung," and the several acts amendatory

1849, having been leased, while in the course of construc-  
Erie Railway Company, for the period of ten years from  
and delivery; and upon the expiration of that time it was  
company for a term of twenty years, from January 1, 1859,  
May 10, 1872, when the lease of January 1, 1859, was  
me the road has been operated by the Northern Central  
r information in regard to its operations reference will be  
company.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Harrisburgh, Pa.
.....	Philadelphia, Pa.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Baltimore, Md.
.....	Baltimore, Md.
.....	President.
.....	Vice-President.
.....	Treasurer.
.....	Secretary.

used, but operated at cost by the Northern Central Railroad Com-

State Engineer and Surveyor.



Communications intended for this company should be addressed to the office of the company, Elmira, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. S. LEIB.

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(No 43.)

CHEMUNG.

OPERATOR.

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STATE OF NEW YORK, }  
*Chemung County,* } ss.:

ROBERT NEILSON, acting Superintendent of operations of the Northern Central Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT NEILSON.

Subscribed and sworn to before me, }  
 this 19th day of November, 1878. }

HORACE C. FRENCH,  
*Notary Public, in and for Chemung County.*

STATE OF MARYLAND, }  
*Baltimore City,* } ss.:

J. S. LEIB, Treasurer of the Northern Central Railway Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

J. S. LEIB.

Subscribed and sworn to before me, }  
 this 18th day of November, 1878, }

G. E. SANGSTON,  
*Notary Public.*

#### CHARACTERISTICS OF ROAD.

Length of road.....	17.8 miles.
Length of road in this State.....	17.8 "
Length of road laid.....	17.8 "
Length of road laid in this State.....	17.8 "
Length of double track, including sidings.....	4.5 "
Weight of rail, per yard, on main track.....	64 pounds.
Length of main line of road from Erie Junction to Watkins.....	17.8 miles.

The equipment used on this road belongs to the Northern Central Railway.

## YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

by passenger trains.....	50,834
by freight trains.....	104,005
(all classes) carried in cars.....	113,725
eled by passengers, or number of passengers.....	1,747,795
00 pounds, of freight carried in cars.....	780,530
ght, or number of tons carried one mile.....	14,616,965
adopted by ordinary passenger trains, includ- hour).....	22
when in motion.....	25
adopted by express trains, including stops... when in motion.....	26 28 to 30
adopted by freight trains, including stops.... when in motion.....	10 12 to 14
s, of passenger trains, exclusive of passengers.....	50
s, of freight trains, exclusive of freight.....	170

## OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

forest.....	16,878
.....	5,786
ducts.....	107,552
.....	37,117
.....	32,808
.....	561,647
.....	18,742
.....	780,530

OR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

passengers.....	} 2.65 cents.
passengers.....	
gh passengers.....	
passengers.....	
passengers.....	



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$23,430 40	\$5,857 60	\$17,572 80
Repairs of bridges .....	4,540 39	1,135 10	3,405 29
Repairs of telegraph .....	196 13	49 03	147 10
Cost of iron used in repairs.....	5,363 30	1,340 82	4,022 48
Repairs of buildings .....	545 97	93 40	452 57
Repairs of fences and gates .....	444 58	111 15	333 43
Taxes on real estate.....	7,405 76	1,851 69	5,555 07
Totals.....	\$41,927 53	\$10,438 79	\$31,488 74
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$9,214 26	\$1,927 57	\$7,286 69
Repairs of passenger and baggage cars .....	99	99	.....
Repairs of freight cars .....	744 09	.....	744 09
Repairs of tools and machinery in shops .....	830 22	207 55	622 67
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	4,288 60	1,072 15	3,216 45
Totals.....	\$15,078 16	\$3,208 26	\$11,869 90

Office expenses, stationery, etc.....	\$3,289 42	\$852 18	\$2,437 24
Agents and clerks.....	4,798 04	1,128 67	3,669 37
Labor: loading and unloading freight.....	1,638 86	.....	1,638 86
Porters, watchmen, and switchtenders.....	4,981 73	1,790 03	3,191 70
Wood and water station attendance.....	677 72	169 43	508 29
Conductors, baggage and brakemen.....	11,203 31	3,257 38	7,945 93
Enginemen and firemen.....	10,328 04	2,260 67	8,067 37
Fuel: cost and labor of preparing for use.....	9,700 77	2,290 93	7,409 84
Oil and waste for engines and tenders.....	1,141 77	301 22	840 55
Oil and waste for freight cars.....	466 05	.....	466 05
Oil and waste for passenger and baggage cars.....	152 29	152 29	.....
Loss and damage of goods and baggage.....	148 87	.....	148 87
Damage for injuries of persons.....	18 50	.....	.....
General superintendence.....	727 32	209 07	518 25
Contingencies.....	21,666 78	5,416 69	16,250 09
Totals.....	\$70,937 47	\$17,847 06	\$53,090 41

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$41,927 53	\$10,488 79	\$31,438 74
Repairs of machinery.....	15,078 16	3,208 26	11,869 90
Operating.....	70,937 47	17,847 06	53,090 41
Totals.....	\$127,943 16	\$31,494 11	\$96,449 05

# CHEMUNG

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

### EARNINGS.

From passengers .....	\$46,407 17
From freight.....	108,091 99
From other sources.....	6,035 51
Total .....	<u>\$160,534 67</u>

### RECEIPTS.

From passengers.....	\$46,407 17
From freight.....	108,091 99
Express .....	\$3,480 52
Mail.....	2,154 33
Sundries.....	400 66
Total .....	<u>6,035 51</u>
Total .....	<u>\$160,534 67</u>

### PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$127,943 16
For interest on valuation of equipment.....	13,861 59
For payments to lessor on account of net earnings .....	22,800 00
Total .....	<u>\$164,104 75</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
8.....	..	..	..	2	..	..	..	2
27.....	..	..	..	1	..	..	..	1
8.....	..	..	..	1	..	..	..	1
ist 22.....	..	..	..	..	..	1	..	1
ember 20.....	..	1	..	..	..	..	..	1
	..	1	..	4	..	1	..	6

following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1878.

ne 8. Watkins; first train 54; coupling cars; hand bruised; W. S. Welton, man.

ne 8. Horseheads; gravel train; car gravel dumped by another brakeman. he (Killkelly) was under car; squeezed considerably; James Killkelly, man.

ne 27. Horseheads; train 60; coupling cars; hip squeezed; Thomas Hewitt, man.

ly 8. Elmira shops; train 54; fell between engine tank and car while pulling arm broken; George W. Elliot, brakeman.



s; train 3; attempted to cross ahead of train; arm and jaw  
shall.

anna; train 4; jumped off train while in motion; head and  
le, insane.

re caused the foregoing statements to be prepared by the  
nts of this company, from the books and records, and have  
s practicable, and believe them to be correct.

(Signed) J. S. LEIB, *Treasurer.*  
ROBERT NEILSON, *Supt.*

(No. 44.)

CLAYTON AND THERESA.

K. }  
ss. :

Treasurer, and acting Superintendent of operations of the  
Railroad Company, being sworn, deposes and says, that the  
ed report, which has been signed by him at the end thereof,  
ording to the best of his knowledge, information, and belief.

(Signed) RUSSEL B. BIDDLECOM.

o before me, }  
nber, 1878. }

G. W. LINGENFELTER,

*Notary Public, Jefferson County.*

STOCK AND DEBTS.

arter .....	\$250,000 00
ibed .....	207,200 00
ast report .....	203,570 00
in of capital stock .....	203,570 00
report .....	205,000 00
ended debt .....	200,000 00
t report .....	19,193 81
ting debt .....	19,193 81
ended and floating debt .....	219,193 81
n, of interest on funded debt .....	7 per cent.

company has been leased for a term of years to the Utica and  
company.



# CLAYTON AND THERESA

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Graduation and masonry .....	\$75,019 45	\$75,019 45
Bridges .....	281 26	281 26
Structure, including iron .....	143,412 09	143,412 09
Water and freight stations, buildings and fences .....	2,488 56	2,488 56
Engine and car-houses, machine shops, ma- chinery and fixtures .....	2,982 49	2,982 49
Land damages, and fences .....	42,396 73	42,396 73
Salaries, expenses .....	12,058 31	12,058 31
Engineering and agencies .....	43,084 21	43,084 21
Total cost of road and equipment .....	\$321,723 10	\$321,723 10

## CHARACTERISTICS OF ROAD.

Length of road .....	15.86 miles.
Length of road in this State .....	15.86 "
Length of road laid .....	15.86 "
Length of road laid in this State .....	15.86 "
Length of double track, including siding .....	.95 "
Weight of rail, per yard, on main track .....	56 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from Clayton to Theresa Junction .....	15.86 miles.

## \* EARNINGS AND CASH RECEIPTS AND PAYMENTS.

### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

#### Directors.

ALDEN F. BARKER .....	Clayton, Jefferson Co., N. Y.
THOMAS REES .....	Clayton, Jefferson Co., N. Y.
JOHN JOHNSTOWN .....	Clayton, Jefferson Co., N. Y.
RICHARD M. ESSELSTYN .....	Clayton, Jefferson Co., N. Y.
JAMES JOHNSON .....	Clayton, Jefferson Co., N. Y.
JOHN DORR .....	Clayton, Jefferson Co., N. Y.
STEPHEN D. JOHNSTOWN .....	Clayton, Jefferson Co., N. Y.
ELIJAH McCARN .....	Clayton, Jefferson Co., N. Y.
RUSSEL B. BIDDLECOM .....	Orleans, Jefferson Co., N. Y.
ROBERT T. JEROME .....	Orleans, Jefferson Co., N. Y.
JOHN A. SNELL .....	Orleans, Jefferson Co., N. Y.
WILLIAM ROGERS .....	Orleans, Jefferson Co., N. Y.
NATHAN HALLOWAY .....	Orleans, Jefferson Co., N. Y.

ALDEN F. BARKER .....	President, Clayton, N. Y.
RUSSEL B. BIDDLECOM .....	{ Treasurer and Secretary, Lafargeville, N. Y.
EDWARD A. BOND .....	
RUSSEL B. BIDDLECOM .....	Engineer, Clayton, N. Y.
RUSSEL B. BIDDLECOM .....	Superintendent.

RE.—The Utica and Black River Railroad Company paid \$14,000 interest on the outstand-  
ing bonds of this company. No other rental was paid.

State Engineer and Surveyor.

ed for this company should be addressed, ALDEN F. BARKER,  
SEL B. BIDDLECOM, Secretary, Lafargeville, Jefferson county,

caused the foregoing statements to be prepared by the  
nts of this company, from the books and records, and has  
practicable, and believes them to be correct.

RUSSEL B. BIDDLECOM, *Treasurer*.

(No. 45.)

# CHERRY VALLEY, SHARON AND ALBANY.

K, } ss.:

reasurer of the Cherry Valley, Sharon and Albany Railroad  
deposes and says, that the statements in the annexed re-  
med by him, at the end thereof, are true and correct, accord-  
knowledge, information, and belief.

(Signed) H. J. OLCOTT.

o before me, }  
ber, 1878. }

GEORGE B. DAKIN, *Notary Public*.

## STOCK AND DEBTS.

ter .....	\$500,000 00
bed .....	287,100 00
st report .....	281,350 00
n of capital stock .....	286,650 00
report .....	10,000 00
ded debt .....	10,000 00
ded and floating debt .....	10,000 00
n, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
quipment.....	\$600,000 00	\$600,000 00

o the Delaware and Hudson Canal Company, on or about  
1876, on their assumption of the bonded debt of the road,  
000 of floating debt.

## CHARACTERISTICS OF ROAD.

.....	20.91 miles.
.....	.87 "
l, on main track .....	56 pounds.



## CLOVE BRANCH

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.\*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM W. CAMPBELL.....	Cherry Valley, N. Y.
HORATIO J. OLCOTT.....	Cherry Valley, N. Y.
JAMES YOUNG.....	Cherry Valley, N. Y.
COE F. YOUNG.....	Honesdale, Pa.
GEORGE L. HAIGHT.....	New York.
RODMAN G. MOULTON.....	New York.
JAMES C. HARTT.....	New York.
W. W. CAMPBELL.....	President.
COE F. YOUNG.....	Vice-President.
H. J. OLCOTT.....	Treasurer.
GEORGE L. HAIGHT.....	Secretary.

Communications intended for this company should be addressed to the secretary New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) H. J. OLCOTT, *Treasurer.*

(No. 46.)

## CLOVE BRANCH.

STATE OF NEW YORK, }  
New York County, } ss.:

JOHN S. SCHULTZ, President and Treasurer, and CHARLES L. KIMBALL, acting Superintendent of operations of the Clove Branch Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN S. SCHULTZ,  
CHARLES L. KIMBALL.

Subscribed and sworn to before me, }  
this 6th day of December, 1878. }

JOSEPH M. BULGER,  
*Notary Public, New York County.*

NOTE.—The rental—fifty per cent of gross earnings—has been paid to the Delaware and Hudson Canal Company, to reduce the indebtedness of the road. The interest on funded debt charged in the Delaware and Hudson Canal Company's over interest account.

*State Engineer and Surveyor.*

## STOCK AND DEBTS.

er .....	\$150,000 00
ed .....	150,000 00
st report. ....	150,000 00
of capital stock .....	150,000 00
report. ....	7,500 00
g debt .....	7,500 00
led and floating debt .....	7,500 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Equipment. ....	\$164,300 00	\$164,300 00

## CHARACTERISTICS OF ROAD.

.....	4.25 miles.
te .....	4.25 "
.....	4.25 "
s State.....	4.25 "
cluding sidings. ....	1 "
on main track .....	56 pounds.
and shops .....	1
.....	1
cluding coal cars .....	30
oad from Clove Branch Junction to Sylvan .....	4.25 miles.

## YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passenger trains .....	}	5,763
freight trains.....		
l classes) carried in cars .....		2,324
by passengers, or number of passengers .....		6,312
pounds, of freight carried in cars. ....		58,117
, or number of tons carried one mile .....		246,997
opted by freight trains, including stops....		10
en in motion .....		12
ed passenger and freight trains.		

## OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

est. ....	931
.....	479
.....	144
ts. ....	59
.....	7,460
.....	234
.....	13,674
on ore .....	35,136
.....	58,117

## PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

ssengers.....	3 cents.
gers .....	3 "



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$3,769 93	\$138 50	\$3,631 43
Repairs of buildings. ....	192 91	9 64	183 27
Repairs of fences and gates. ....	173 86	8 69	165 17
Taxes on real estate. ....	832 05	40 16	791 89
Totals. ....	\$4,968 75	\$196 99	\$4,771 76
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$510 20	\$25 50	\$484 70
Repairs of freight cars. ....	497 68	.....	497 68
Totals. ....	\$1,007 88	\$25 50	\$982 38

OPERATING THE ROAD.	Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$786 33	\$39 31	\$747 02
Agents and clerks.....	630 00	81 50	598 50
Porters, watchmen, and switchtenders.....	367 55	18 37	349 18
Wood and water station attendance.....	11 26	56	10 70
Conductors, baggage and brakemen.....	1,303 38	65 15	1,238 23
Enginemen and firemen.....	1,347 89	67 39	1,280 50
Fuel: cost and labor of preparing for use.....	1,327 28	66 36	1,260 92
Oil and waste for engines and tenders.....			
Oil and waste for freight cars.....	150 88	7 50	143 38
Oil and waste for passenger and baggage cars.....	2 20	.....	2 20
Loss and damage of goods and baggage.....	509 88	.....	509 88
Use of rolling stock.....	3,520 00	70 00	3,450 09
General superintendence.....	830 03	41 50	788 53
Contingencies.....			
Totals.....	\$10,756 68	\$407 64	\$10,379 04

## CLOVE BRANCH

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$4,968 75	\$196 99	\$4,771 76
Repairs of machinery.....	1,007 88	25 50	982 38
Operating.....	10,786 68	407 64	10,379 04
Totals.....	\$16,763 31	\$630 13	\$16,133 18

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers.....	\$262 12
From freight.....	18,781 99
From other sources.....	841 09
Total.....	\$19,885 20

RECEIPTS.	
From passengers.....	\$262 12
From freight.....	18,781 99
Rents.....	\$160 00
Hay, old ties, etc.....	45 00
Mail.....	202 48
Use of cars.....	433 61
	\$841 09
Total.....	\$19,885 20

PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For transportation expenses.....	\$16,763 31
To payments to surplus fund.....	3,121 89
Total.....	\$19,885 20

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

JAS. N. WHITNEY.....	Orange, N. J.
WM. A. WELLS.....	Moore's Mills, N. Y.
HIRAM B. WILLITS.....	Madison, N. J.
WM. R. SCHULTZ.....	Manchester, N. J.
JNO. S. SCHULTZ.....	Manchester, N. J.
WM. A. REID.....	Augusta, Ga.
NORMAN T. PLASS.....	Clove Valley, N. Y.
CHAS. L. KIMBALL.....	Fishkill, N. Y.
JOHN E. JOHNSON.....	New York city.
SYLVANUS M. DAVIDSON.....	Adrian, N. Y.
HOWARD POTTER.....	New York city.
OLIVER DAVIDSON.....	Adrian, N. Y.
JOHN S. SCHULTZ.....	Pres. and Treas., Moore's Mills, N. Y.
WM. A. WELLS.....	Sec. pro tem., Moore's Mills, N. Y.
CHAS. L. KIMBALL.....	Supt., Dutchess Junction, N. Y.



ded for this company should be addressed, JOHN S. SCHULTZ,  
Dutchess county, N. Y.

caused the foregoing statements to be prepared by the  
of this company, from the books and records, and have  
practicable, and believe them to be correct.

(Signed) JOHN S. SCHULTZ, *Pres. and Treas.*  
CHAS. L. KIMBALL, *Superintendent.*

(No. 47.)

### CONEY ISLAND BEACH.

}, ss. :

nt of the Coney Island Beach Railroad Company, being  
that the statements in the annexed report, which has been  
thereof, are true and correct, according to the best of his  
and belief.

(Signed) A. A. MARSH.

before me, }  
ber, 1878. }

E. R. McCARTY,

and for City, County, and State of New York.

### STOCK AND DEBTS.

ter .....	\$50,000 00
ed .....	50,000 00
of capital stock. ....	500 00

eyed and located, no further action being taken on account  
g land for right of way.

### COST OF ROAD AND EQUIPMENTS.

.....	\$350 00
-------	----------

### CHARACTERISTICS OF ROAD.

.....	5 miles.
ad from Norton & Murray dock to Sheeps-	5 "



# CONEY ISLAND HIGH AND LOW WATER MARK

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

E. S. BOWEN.....	New York City.
J. A. HARDENBURGH.....	New York City.
M. MURRAY.....	New York City.
M. NOBTON.....	New York City.
A. McSMITH.....	New York City.
H. H. SMITH.....	New York City.
A. A. MARSH.....	New York City.
J. N. ABBOTT.....	New York City.
C. GODDARD.....	New York City.
W. H. DREW.....	New York City.
JOSEPH MURRAY.....	New York City.
A. H. CRIDGE.....	New York City.
J. Y. MCKANE.....	Gravesend.

A. A. MARSH.....	President.
A. McSMITH.....	Treasurer.
C. H. DEERING.....	Secretary.
N. F. JONES.....	Engineer.

Communications intended for this company should be addressed, A. A. MARSH, James Hotel, New York city.

The undersigned has caused the foregoing statements to be prepared by the per officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) A. A. MARSH, *President.*

(No. 48.)

## CONEY ISLAND HIGH AND LOW WATER MARK.

STATE OF NEW YORK, }  
Kings County, } ss.:

WILLIAM A. ENGEMAN, President, and GEORGE H. ENGEMAN, acting Superintendent of the Coney Island High and Low Water Mark Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM A. ENGEMAN,  
GEORGE H. ENGEMAN.

described and sworn to before me, }  
this 26th day of November, 1878. }

D. T. QUIMBY,  
Notary Public, Kings County,

## STOCK AND DEBTS.

er .....	\$20,000 00
ed .....	5,600 00
report .....	560 00
of capital stock. ....	560 00

## CHARACTERISTICS OF ROAD.

.....	5 miles.
te.....	5 "
and from starting point around to said point,	
.....	5 "

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Coney Island, N. Y.
.....	359 Pearl St., Brooklyn, N. Y.
.....	359 Pearl St., Brooklyn, N. Y.
.....	327 Washington St., Brooklyn, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	Coney Island, N. Y.
.....	327 Washington St., Brooklyn, N. Y.
.....	Flatbush, N. Y.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.

MAN .....	{ President and Treasurer, Coney
	{ Island, N. Y.
MAN .....	{ Secretary, 359 Pearl street,
	{ Brooklyn, N. Y.
S .....	{ Engineer, 111 Fulton street,
	{ New York city.
MAN .....	{ Superintendent, 359 Pearl street,
	{ Brooklyn, N. Y.

led for this company should be addressed, WILLIAM A.  
a street, Brooklyn, Kings county, N. Y.

caused the foregoing statements to be prepared by the  
of this company, from the books and records, and have  
practicable, and believe them to be correct.

Signed) WILLIAM ENGEMAN, *President.*  
GEORGE H. ENGEMAN, *Supt.*

(No. 49.)

## CONEY ISLAND AND ROCKAWAY.

STATE OF NEW YORK, }  
*Kings County,* } ss.:

GEORGE H. ENGEMAN, President, and WILLIAM H. STILLWELL, acting Superintendent of operations of the Coney Island and Rockaway Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE H. ENGEMAN,  
 WILLIAM H. STILLWELL.

Subscribed and sworn to before me, }  
 this 26th day of November, 1878. }

D. I. QUIMBY, Jr.,  
*Notary Public, Kings County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$60,000 00
Amount of stock subscribed.....	60,000 00
Total amount now paid in of capital stock .....	60,000 00

## CHARACTERISTICS OF ROAD.

Length of road, about.....	6 miles.
Length of road in this State, about.....	6 "
Length of main line of road from Coney Island to Rockaway, about.....	6 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM A. ENGEMAN.....	Coney Island, N. Y.
GEORGE H. ENGEMAN.....	Brooklyn, N. Y.
JOHN CUSICK.....	Brooklyn, N. Y.
MARTIN CUSICK.....	Brooklyn, N. Y.
HOWARD FITZPATRICK.....	Brooklyn, N. Y.
CHARLES SHERWOOD.....	Brooklyn, N. Y.
JOHN BIRMINGHAM.....	Coney Island, N. Y.
MICHAEL BIRMINGHAM.....	Coney Island, N. Y.
JOHN FOGARTY.....	327 Washington St., Brooklyn, N. Y.
HENRY TYSON.....	Flatbush, N. Y.
HENRY KNIEF.....	Brooklyn, N. Y.
HENRY NILLSON.....	Brooklyn, N. Y.
HENRY DERRICK.....	Coney Island, N. Y.

GEORGE H. ENGEMAN.....	{ President, 359 Pearl Street, Brook-
	lyn, N. Y.
WILLIAM A. ENGEMAN.....	{ Treasurer, Coney Island, N. Y.
WILLIAM H. STILLWELL.....	{ Secretary and Engineer, Coney
	Island.



ended for this company should be addressed, WILLIAM A. ton street, Brooklyn, Kings county, N. Y.

ve caused the foregoing statements to be prepared by the ents of this company, from the books and records, and have as practicable, and believe them to be correct.

(Signed) GEORGE H. ENGEMAN, *President.*  
WILLIAM H. STILLWELL, *Secretary.*

(No. 50.)

### CONEY ISLAND SURF.

ARK, }  
County, } ss.:

HA, President of the Coney Island Surf Railroad Company, and says, that the statements in the annexed report, which n, at the end thereof, are true and correct, according to the information, and belief.

(Signed) GEORGE W. DA CANHA.

to before me, }  
ember, 1878. }

BERNARD S. LEVY,

*Notary Public, 132 N. Y. C.*

#### STOCK AND DEBTS.

arter.....	\$100,000 00
ribed.....	50,000 00
last report.....	500 00
in of capital stock.....	500 00

#### CHARACTERISTICS OF ROAD.

.....	5 miles.
-------	----------

#### AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

ENHA,.....	207 W. Thirty-Eighth St., New York.
P.....	Cor. B'dway and Fifty-Second St., New York.
.....	34 Park Row, New York.
ELD.....	Arlington, N. J.
.....	9 Astor House, New York.
.....	310 W. Thirtieth St., New York.
.....	320 W. Forty-seventh St., New York.
.....	Aberdeen Hotel, New York.
EN.....	Brooklyn, N. Y.
G.....	Brooklyn, N. Y.
S.....	Brooklyn, N. Y.

CANHA.....	President.
------------	------------

DLIPP.....	Treasurer.
------------	------------

SOM.....	Secretary.
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ended for this company should be addressed GEORGE W. 38th st., New York.



## COOPERSTOWN AND SUSQUEHANNA VALLEY

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined the same as far as practicable, and believes them to be correct.

(Signed)      GEORGE W. DA CANHA, *President.*

(No. 51.)

### COOPERSTOWN AND SUSQUEHANNA VALLEY.

STATE OF NEW YORK, }  
Otsego County,        } ss.:

ANDREW SHAW, President, and BENJ. M. CADY, Treasurer of the Cooperstown and Susquehanna Valley Railroad Company, being severally sworn, each for himself, depose and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed)      ANDREW SHAW,  
                         B. M. CADY.

Subscribed and sworn to before me, }  
on the 11th day of November, 1878. }

HENRY L. HINMAN,  
*Notary Public.*

#### STOCK AND DEBTS.

Capital stock, as by charter . . . . .	\$350,000 00
Amount of stock subscribed . . . . .	310,600 00
Amount paid in, as by last report . . . . .	308,405 00
Amount now paid in of capital stock . . . . .	308,405 00
Funded debt, as by last report . . . . .	140,000 00
Amount now of funded debt . . . . .	136,000 00
Floating debt, as by last report . . . . .	3,431 00
Amount now of floating debt . . . . .	2,667 71
Amount now of funded and floating debt . . . . .	138,667 71
Interest rate, per annum, of interest on funded debt . . . . .	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry . . . . .	\$223,610 12	\$223,610 12
Bridges . . . . .	16,751 45	16,751 45
Superstructure, including iron . . . . .	142,906 91	142,906 91
Passenger and freight stations, buildings and fixtures . . . . .	12,262 42	12,462 42
Engine and car houses, machine shops, machinery and fixtures . . . . .	5,518 40	5,518 40
Land, land damages, and fences . . . . .	34,594 57	35,444 57
Locomotives and fixtures, and snow plows . . . . .	24,212 62	24,212 62
Passenger and baggage cars . . . . .	10,546 71	10,546 71
Light and other cars . . . . .	10,156 21	10,156 21
Engineering and agencies . . . . .	11,518 72	11,518 72
Total cost of road and equipment . . . . .	\$492,078 13	\$493,128 13

## CHARACTERISTICS OF ROAD.

.....	16	miles.
ate.....	16	"
.....	16	"
is State.....	16	"
including sidings.....	.25	"
on main track.....	50	pounds.
s and shops.....	1	
.....	2	
ssenger cars.....	2	
il, and express cars.....	1	
including coal cars.....	11	
road from Cooperstown to junction with anna Railroad.....	16	miles.

## YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

passenger trains*.....	}	20,480
freight trains.....		
(all classes) carried in cars.....		30,588
d by passengers, or number of passengers.....		371,918
pounds, of freight carried in cars.....		11,365
t, or number of tons carried one mile.....		159,110
opted by ordinary passenger trains, includ- (ur).....		16
hen in motion.....		20
of passenger trains, exclusive of passengers.....		50

## OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

rest.....	753
.....	429
.....	1,522
cts.....	2,227
.....	877
.....	1,613
.....	2,863
.....	1,081
.....	11,365

PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

assengers.....	5 cents.
ngers.....	5 "

## SING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

railway, excepting cost of iron.....	\$5,592 86
rs.....	1,101 07
.....	124 49
.....	944 27
.....	\$7,762 69

passenger and freight trains run together.



## EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$427 28
Repairs of passenger and baggage cars.....	1,017 99
Total.....	<u>\$1,445 27</u>

## EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$23 51
Agents and clerks.....	1,836 50
Conductors, baggage and brakemen.....	1,245 00
Enginemen and firemen.....	1,667 50
Fuel: cost and labor of preparing for use.....	1,784 29
Oil and waste for engines and tenders.....	} 181 15
Oil and waste for freight cars.....	
Oil and waste for passenger and baggage cars.....	
Loss and damage of goods and baggage.....	104 59
Damage to property, including damages by fire and cattle killed on road.....	35 00
General superintendence.....	900 00
Contingencies.....	391 56
Total.....	<u>\$8,169 10</u>

## SUBDIVISION OF CONTINGENCIES.

Station expenses.....	\$197 72
Printing, postage stamps, cleaning, ice, etc.....	193 84
Total.....	<u>\$391 56</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$7,762 69
Repairs of machinery.....	1,445 27
Operating.....	8,169 10
Total.....	<u>\$17,377 06</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$15,545 93
From freight.....	15,692 12
From other sources.....	1,998 16
Total.....	<u>\$33,236 21</u>

## 2d. RECEIPTS.

From passengers.....	\$15,545 93
From freight.....	15,692 12
Telegraph.....	\$75 00
United States mail.....	777 60
Express.....	646 50
Rent of cars.....	200 48
Rent of farm and cottage.....	298 58
Total.....	<u>\$33,236 21</u>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$17,377 06
For interest.....	9,913 29
To payments to surplus fund.....	5,945 86
Total.....	<u>\$33,236 21</u>
Cash September 30, 1878.....	<u>\$8,309 60</u>

## ACCIDENTS.

	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
....	..	..	..	..	1	..	1	..
....	..	..	..	..	1	..	1	..
....	..	..	..	..	2	..	2	..

ment of the date of each accident, the place where it occurred, and the extent of the injuries inflicted upon each person, and on, as follows:

on, deaf and dumb, was walking on the track near Phoenix  
 ention to the engineer's whistle, every effort was made to  
 as struck by the engine, and died of his injuries next day.  
 on C. Ames was run over by the train near the crossing  
 ion, while intoxicated, at 7.30 p. m. He was lying between  
 oner's jury in these cases, "Accidental death."

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

..... Cooperstown.  
 ..... Cooperstown.  
 ..... Cooperstown.  
 ..... Cooperstown.  
 ..... Cooperstown.  
 ..... Cooperstown.  
 ..... Cooperstown.  
 ..... Cooperstown.  
 ..... Middlefield.  
 ..... Middlefield.  
 ..... Milford.  
 ..... Oaksville.

..... President.  
 ADY ..... Treasurer and Secretary.

led for this company should be addressed, Cooperstown and  
 Railroad Company, Cooperstown, Otsego county, N. Y.

e, caused the foregoing statements to be prepared by the  
 ts of this company, from the books and records, and have  
 practicable, and believe them to be correct.

(Signed) ANDREW SHAW, *President.*  
 B. M. CADY, *Secretary and Treasurer.*



(No. 52.)

## CORNING, COWANESQUE AND ANTRIM,

LESSOR.

STATE OF NEW YORK, }  
*Schuyler County,* } ss.:

GEORGE J. MAGEE, President, and DANIEL BEACH, Treasurer of the Corning, Cowanesque and Antrim Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed)

GEORGE J. MAGEE,  
 DANIEL BEACH.

Subscribed and sworn to before me, }  
 this 18th day of November, 1878. }

L. B. ROBINSON,

Notary Public, Schuyler County, N. Y.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$2,000,000 00
Amount of stock subscribed .....	1,600,000 00
Amount of C. V. Branch purchase .....	300,000 00
Amount paid in, as by last report .....	1,900,000 00
Total amount now paid in of capital stock .....	1,900,000 00
Funded debt, as by last report .....	500,000 00
Total amount now of funded debt .....	500,000 00
Floating debt, as by last report .....	59,349 99
Total amount now of funded and floating debt .....	500,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

The Fall Brook Coal Company is the lessee of the road, and have operated and kept it in repair for the past year, hence the answers in detail, relating to the operation, maintenance, and repairs of the road, etc., are omitted.

## COST OF ROAD AND BRANCH.

	By last report.	By present report.
Total cost of road and branch .....	\$1,900,000 00	\$1,900,000 00

## CHARACTERISTICS OF ROAD.

Length of road, main line .....	53 miles.
Length of road in this State .....	15.64 "
Length of road laid, main line .....	53 "
Length of road laid in this State .....	15.64 "
Length of double track, including sidings .....	8.11 "
Length of branches owned by the company, laid .....	11 "
Weight of rail, per yard, on main track .....	59 and 62 lbs.
Number of engine-houses and shops .....	5
Number of engines .....	13

passenger cars.....	4
mail, and express cars.....	4
including coal cars .....	750
road from Corning, N. Y., to Antrim, Pa....	53 miles.

## INCOMES AND CASH RECEIPTS AND PAYMENTS.

.....	\$133,000 00
AN FOR CONSTRUCTION.	
check—amount and rate per ct., 6 and 7 per ct.,	\$119,000 00
plus fund .....	14,000 00
.....	\$133,000 00
surplus fund .....	\$14,000 00

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Watkins, N. Y.
.....	Watkins, N. Y.
.....	Watkins, N. Y.
.....	Penn Yan.
.....	Bath.
.....	Hudson, N. Y.
.....	Wellsboro, Pa.
.....	President.
.....	Secretary and Treasurer.
.....	Superintendent.

ed for this company should be addressed,  
N. Y.

caused the foregoing statements to be prepared by the  
s of this company, from the books and records, and have  
practicable, and believe them to be correct.

(Signed) GEORGE J. MAGEE, *President.*  
DANIEL BEACH, *Treasurer.*

(No. 53.)

NG, COWANESQUE AND ANTRIM,

LESSER.

} ss.:

ident, and JOHN LANG, Secretary and Treasurer of the Fall  
ees of the Corning, Cowanesque and Antrim railroad, being  
r himself deposes and says, that the statements in the



annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. MAGEE.  
JOHN LANG.

Subscribed and sworn to before me, }  
this 18th day of November, 1878, }

L. B. ROBINSON,

*Notary Public, Schuylar county, N. Y.*

NOTE.—The following figures include the operations, earnings, and expenses of the Fall Brook Coal Company's road in Pennsylvania.

*State Engineer and Surveyor.*

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	81,654
Number of miles run by freight trains.....	112,484
Number of passengers (all classes) carried in cars.....	59,649
Number of miles traveled by passengers, or number of passengers carried one mile.....	924,768
Number of tons, of 2,000 pounds, of freight carried in cars.....	458,682
Total movement of freight, or number of tons carried one mile.....	11,479,710
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by freight trains, including stops....	12
Rate of speed of same when in motion.....	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	60
Average weight, in tons, of freight trains, exclusive of freight.....	260

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	23,791
Of animals.....	210
Of vegetable food.....	425
Other agricultural products.....	7,041
Manufactures.....	16,892
Merchandise.....	
Coal.....	410,323
Total.....	458,682

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3 "

	Amount.	Amount.	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$44,578 48	\$4,457 84	\$40,120 64
Narrowing gauge of road.....	4,772 25	477 23	4,295 03
Repairs of telegraph, and expenses.....	2,555 86	265 58	2,290 28
Cost of iron used in repairs.....	16,527 59	1,652 75	14,874 84
Taxes on real estate.....	5,048 26	504 82	4,543 44
Totals.....	\$73,582 44	\$7,358 21	\$66,224 23
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$21,788 68	\$2,178 86	\$19,609 82
Narrowing gauge of engines.....	14,254 65	1,425 46	12,829 19
Repairs of passenger and baggage cars.....	3,017 06	3,017 06	.....
Repairs of freight cars.....	27,153 58	.....	27,153 58
Altering gauge of cars.....	11,072 10	1,107 21	9,964 89
Repairs of tools and machinery in shops.....	2,675 80	267 58	2,408 22
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	2,148 70	214 87	1,933 83
Totals.....	\$82,110 57	\$8,211 04	\$73,899 53



## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$744 24	\$372 12	\$372 12
Agents and clerks .....	5,156 63	515 66	4,640 97
Conductors, baggage and brakemen .....	24,723 33	2,472 33	22,251 00
Enginemen and firemen .....	33,435 17	3,343 51	30,091 66
Fuel: cost and labor of preparing for use. ....	25,316 54	2,531 65	22,784 89
Oil and waste for engines and tenders .....	875 60	87 56	22,788 04
Oil and waste for freight cars .....	1,275 35	.....	1,275 35
Oil and waste for passenger and baggage cars .....	230 25	230 25	.....
Loss and damage of baggage .....	43 90	43 90	.....
Damage for injuries of persons .....	30 00	.....	30 00
General superintendence .....	4,500 00	450 00	4,050 00
Contingencies .....	138 00	138 00	.....
Totals .....	\$96,469 01	\$10,184 98	\$86,284 03
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$73,582 44	\$7,358 21	\$66,224 23
Repairs of machinery .....	82,110 57	8,211 04	73,899 53
Operating .....	96,469 01	10,184 98	86,284 03
Totals .....	\$252,162 02	\$25,754 23	\$226,407 79

### INGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$31,256	45
.....	226,204	57
.....	108,458	80
.....	<u>\$385,919</u>	82

		\$31,256 45
		226,204 57
	\$7,401 15	
ce.	96,054 80	
	3,497 32	
	1,605 53	
		108,468 80
		\$365,919 82

AN FOR CONSTRUCTION.

Expenses .....	\$252,162 02
.....	6,225 81
Check—amount and rate per cent* .....	.....
Plus fund* .....	.....
Account of rent of C. C. and A. R. R. † .....	107,531 99
	\$365,919 82

## ACCIDENTS.

PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
...	...	...	...	1	...	1	...
...	...	...	...	1	...	1	...
...	...	...	...	2	...	2	...

ment of the date of each accident, the place where it occurred, the extent of the injuries inflicted upon each person, and the results follows :

Traver, aged twenty years, was riding on coal cars, running upon trestle work at Corning. The rails spread, and he fell through the trestle. He was caught between the cars, causing serious injuries.

Ferrick was instantly killed, one and one-half miles above Mesquite Valley train. He was walking on the track, in same direction as moving, and the proper signals were given, to which he

to lessor, \$133,000.00.  
State Engineer and Surveyor.



## NAMES AND RESIDENCES OF OFFICERS OF THE FALL BROOK COAL COMPANY.

GEORGE J. MAGEE ..... President, Watkins, N. Y.  
 JOHN LANG..... Treasurer and Secretary, Watkins, N. Y.  
 ANTON HARDT..... Engineer, Willsboro, Pa.  
 A. H. GORTON..... Superintendent, Corning, N. Y.

Communications intended for this company should be addressed, Watkins, Schuyler county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE J. MAGEE, *President*.  
 JOHN LANG, *Secretary and Treasurer*.

(No. 54.)

DELAWARE AND HUDSON CANAL COMPANY—LACKAWANNA AND  
 SUSQUEHANNA RAILROAD.

STATE OF NEW YORK, }  
*New York County,* } ss.:

JAMES C. HARTT, Treasurer of the Lackawanna and Susquehanna Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT.

Subscribed and sworn to before me, }  
 this 25th day of November, 1878. }

JOHN A. PATTISON,  
*Notary Public, Kings County.*

STOCK AND DEBTS.

This road was built and is operated by the Delaware and Hudson Canal Company, under their charter, the operations being reported in connection with and included in those of the Albany and Susquehanna Railroad.

NOTE.—The construction of this road was authorized by chapter 841, Laws of 1867.  
*State Engineer and Surveyor.*

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry .....	\$479,272 21	\$479,272 21
ing iron.....	50,349 05	50,349 05
stations, buildings and	386,084 45	386,084 45
ses, machine shops, ma-	18,594 53	18,594 53
s .....	2,182 81	2,182 81
and fences .....	84,470 06	84,470 06
res. and snow plows .....	122,000 00	122,000 00
ge cars .....	8,000 00	8,000 00
s .....	1,875 00	1,875 00
icies .....	19,273 88	19,273 88
.....	2,500 00	2,500 00
d and equipment .....	\$1,174,601 99	\$1,174,601 99

## CHARACTERISTICS OF ROAD.

.....	22.01 miles.
s State.....	17.65 "
.....	22.01 "
n this State.....	17.65 "
ck, including sidings.....	4.76 "
ard, on main track.....	62 pounds.
ouses and shops.....	1
.....	11
passenger cars (rated as 8-wheel cars).....	2
mail, and express cars (rated as 8-wheel cars).....	2
of road from Nineveh, N. Y., to Jefferson Junc-	
a.....	22.01 miles.

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

.....	Treasurer.
.....	Engineer.
.....	Superintendent.

tended for this company should be addressed, JAMES C. HARTT,

has caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and has  
as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*



# 0 DELHI AND MIDDLETOWN

(No. 55.)

## DELHI AND MIDDLETOWN.

STATE OF NEW YORK, } ss.:  
 Delaware County, }

W. W. GRANT, President of the Delhi and Middletown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been made by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. W. GRANT.

Subscribed and sworn to before me, }  
 this 30th day of November, 1878. }

S. P. IVES,  
 Notary Public for Delaware County.

### STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,000 00
Amount of stock subscribed.....	127,000 00
Amount paid in, as by last report.....	123,000 00
Total amount now paid in of capital stock.....	123,000 00
Funded debt, as by last report.....	60,000 00
Total amount now of funded debt.....	60,000 00
Floating debt, as by last report.....	12,385 00
Total amount now of floating debt.....	12,385 00
Total amount now of funded and floating debt.....	72,385 00
Interest rate, per annum, of interest on funded debt.....	7 per cent.

### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$119,150 00	\$119,150 00
For bridges.....	7,315 67	7,315 67
For land, land damages, and fences.....	5,816 27	5,816 27
For engineering and agencies.....	14,575 00	14,575 00
Total cost of road and equipment.....	\$146,856 94	\$146,856 94

### CHARACTERISTICS OF ROAD.

Length of road.....	30 miles.
Length of road in this State.....	30 "
Length of main line of road from Ashville to Delhi.....	30 "

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Rondout.
.....	Margaretville.
.....	Margaretville.
.....	Lumberville.
.....	Shavertown.
.....	Andes.
.....	Andes.
.....	Andes.
.....	Delhi.
.....	Delhi.
.....	Delhi.
.....	Delhi.

.....	President.
.....	Treasurer and Secretary.
.....	Engineer.

ted for this company should be addressed Margaretville,

caused the foregoing statements to be prepared by the proper  
company, from the books and records, and has examined  
e, and believes them to be correct.

(Signed) W. W. GRANT, *President.*

(No. 56.)

## ALLEGHENY VALLEY AND PITTSBURGH.

X, {  
ss. z

President, and DARWIN THAYER, acting Superintendent of  
irk, Allegheny Valley and Pittsburgh Railroad Company,  
ach for himself deposes and says, that the statements in the  
as been signed by each of them, at the end thereof, are true  
the best of his knowledge, information, and belief.

(Signed) E. D. WORCESTER,  
DARWIN THAYER.

before me, {  
ber, 1878. }

ALEXANDER H. BARKER,

*Notary Public.*



## 2 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH

### STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,300,000 00
Amount of stock subscribed .....	1,300,000 00
Amount paid in, as by last report .....	1,300,000 00
Amount now paid in of capital stock .....	1,300,000 00
Funded debt, as by last report .....	3,200,000 00
Amount now of funded debt .....	3,200,000 00
Floating debt, as by last report .....	182,295 79
Amount now of floating debt .....	188,522 89
Amount now of funded and floating debt .....	3,388,522 89
Interest rate, per annum, of interest on funded debt .....	7 per cent.

The road of this company is leased by the New York Central and Hudson River Railroad Company. Separate accounts, however, have been kept, and from them a report is made. The interest upon the company's funded debt was paid by the lessee as such under its lease.

### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment* .....	\$4,804,235 67	\$4,811,422 99

### CHARACTERISTICS OF ROAD.

Length of road .....	106.5 miles.
Length of road in this State .....	42.3 "
Length of road laid .....	90.6 "
Length of road laid in this State .....	42.3 "
Length of double track, including sidings .....	11.2 "
Weight of rail, per yard, on main track .....	56 and 62 lbs.
Number of engine-houses and shops .....	2
Number of engines .....	12
Number of first-class passenger cars .....	6
Number of pay cars .....	1
Number of second-class and emigrant passenger cars .....	2
Number of hermaphrodite cars .....	2
Number of baggage, mail, and express cars .....	2
Number of freight cars, including coal cars .....	88
Number of service cars .....	1
Length of main line of road from Dunkirk, N. Y., to Oil City, Pa. . . . .	106.5 miles.

### DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	122,507
Number of miles run by freight trains .....	286,081
Number of passengers (all classes) carried in cars .....	118,100
Number of miles traveled by passengers, or number of passengers carried one mile .....	2,503,828
Number of tons of 2,000 pounds of freight carried in cars .....	330,673
Total movement of freight, or number of tons carried one mile .....	20,125,653
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	20
Rate of speed of same when in motion .....	22

\* This company was formed by consolidation of the Dunkirk, Warren and Pittsburgh and the Warren and Venango companies. As neither of the companies kept their accounts, with reference to the above items, this company is unable to give them.

## RAILROAD REPORT.

153

adopted by express trains, including stops ...	20
when in motion .....	92
adopted by freight trains, including stops....	10
when in motion .....	12
ns, of passenger trains, exclusive of passengers	
	65
ns, of freight trains, exclusive of freight .....	240

## T OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

e forest .....	20,444
.....	873
.....	6,728
oducts .....	3,012
.....	4,751
.....	5,555
.....	111,401
.....	177,909
.....	330,673

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

a passengers .....	3 cents.
ssengers .....	8 "



## EXPENSES.

## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$93,252 61	\$31,083 20	\$62,169 41
Repairs of bridges .....	4,895 89	1,631 95	3,263 94
Repairs of telegraph .....	681 60	227 20	454 40
Cost of iron used in repairs .....	36,841 88	19,250 46	24,560 92
Alotted to passenger transportation :			
Length in feet.....	29,160		
Weight in pounds .....	573,316		
Alotted to freight transportation :			
Length in feet.....	58,320		
Weight in pounds .....	1,146,634		
Repairs of buildings .....	86 26	28 75	57 51
Repairs of fences and gates.....	489 09	163 03	326 06
Taxes on real estate .....	10,708 45	3,555 38	7,211 07
Totals .....	\$147,013 28	\$48,969 97	\$98,043 31

## REPAIRS OF MACHINERY.

Repairs of engines and tenders .....	\$14,945 64	\$4,017 69	\$10,927 95
Repairs of passenger and baggage cars .....	4,618 14	4,618 14	.....
Repairs of freight cars .....	10,781 81	.....	10,781 81
Repairs of tools and machinery in shops .....	399 98	133 33	266 65
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	2,093 53	697 84	1,395 69
Totals .....	\$22,839 10	\$9,467 00	\$33,372 10

	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$3,592 82	\$2,667 34
Agents and clerks.....	27,428 87	21,288 77
Porters, watchmen, and switchtenders.....	3,857 28	2,571 52
Conductors, baggage and brakemen.....	31,317 71	28,075 22
Engineers and firemen.....	25,454 71	18,791 71
Fuel: cost and labor of preparing for use.....	30,434 55	23,838 10
Oil and waste for engines and tenders.....	3,161 97	2,350 80
Oil and waste for freight cars.....	648 34	648 34
Oil and waste for passenger and baggage cars.....	517 78	.....
Loss and damage of goods and baggage.....	954 92	954 92
Damage for injuries of persons.....	863 50	49 00
Damage to property, including damages by fire and cattle killed on road.....	909 95	909 95
General superintendence.....	7,260 00	4,839 67
Contingencies.....	16,168 69	15,076 25
Totals.....	\$152,571 09	\$117,061 59



56      *DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH*

## SUBDIVISION OF CONTINGENCIES.

Use of foreign cars.....	\$13,662 99
Law expenses.....	1,854 22
Insurance.....	500 00
undry items.....	151 48
Total .....	<u>\$16,168 69</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$147,013 28	\$48,969 97	\$98,043 31
Repairs of machinery .....	32,839 10	9,467 00	23,372 10
Operating .....	152,571 09	35,509 50	117,061 59
Totals .....	<u>\$332,423 47</u>	<u>\$93,946 47</u>	<u>\$238,477 00</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## I. EARNINGS.

From passengers.....	\$62,595 73
From freight.....	237,097 63
From other sources .....	32,084 82
Total .....	<u>\$331,778 18</u>

## II. RECEIPTS.

From passengers .....	\$62,595 73
From freight.....	237,097 63
Mail .....	\$4,618 03
Express .....	1,839 99
Hire of cars.....	955 84
Sale of material .....	14,910 96
Trackage .....	9,760 00
	<u>32,084 82</u>
Total .....	<u>\$331,778 18</u>

## III. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$332,423 47
For interest .....	22,400 00
Total .....	<u>\$354,823 47</u>
Total amount of surplus fund.....	<u>\$124,034 17</u>

## ACCIDENTS.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
....	....	....	....	1	....	....	....	1
....	....	....	....	1	....	....	....	1
....	....	....	....	....	....	1	....	1
....	....	....	....	....	1	....	1	....
....	....	....	....	....	1	....	1	....
....	....	....	....	2	2	1	2	3

ment of the date of each accident, the place where it occurred, and the extent of the injuries inflicted upon each person, and in, as follows:

shaw, brakeman, was hurt coupling cars at Dunkirk.  
 Link, foreman of wrecking gang, was hurt at Vermont.

swart, passenger on freight train at Cassadaga, attempted to  
 and falling, bruised his foot. Amputated.

known, at Warren, stepped before a passing train, and was

rgie Henning, at Titusville, attempted to crawl through a  
 as killed.

## D RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

BILT.....	New York.
BILT.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	Albany, N. Y.
.....	Albany, N. Y.
.....	Buffalo, N. Y.
.....	Dunkirk, N. Y.
.....	Warren, Pa.
.....	Titusville, Pa.

ESTER.....	President, Albany, N. Y.
TER.....	{ Treasurer and Auditor for Lessee,
	{ Dunkirk, N. Y.
.....	Secretary, New York.
.....	Superintendent, Dunkirk, N. Y.



## ELMIRA, JEFFERSON AND CANANDAIGUA

Communications intended for this company should be addressed, Wm. M. LESTER,  
 Kirk, Chautauqua county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the  
 per officers and agents of this company, from the books and records, and have  
 mined them as far as practicable, and believe them to be correct.

(Signed) E. D. WORCESTER, *President.*  
 D. THAYER, *Superintendent.*

(No. 57.)

## ELMIRA, JEFFERSON AND CANANDAIGUA,

LESSOR.

STATE OF MARYLAND, }  
*Baltimore City,* } ss.:

J. S. LEIB, Treasurer of the Elmira, Jefferson and Canandaigua Railroad Com-  
 ny, being sworn, deposes and says, that the statements in the annexed report,  
 ich has been signed by him, at the end thereof, are true and correct, according  
 the best of his knowledge, information, and belief.

(Signed) J. S. LEIB.

scribed and sworn to before me, }  
 his 18th day of November, 1878. }

G. E. SANGSTON,  
*Notary Public,*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in, as by last report.....	500,000 00
Total amount now paid in of capital stock.....	500,000 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	\$500,000 00	\$500,000 00

## CHARACTERISTICS OF ROAD.

Length of road .....	46.7 miles.
Length of road in this State.....	46.7 "
Length of road laid .....	46.7 "
Length of road laid in this State.....	46.7 "
Length of main line of road from Watkins to Canandaigua.....	46.7 "

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
Rent of road.....	\$25,000 00
PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For dividends on stock—amount and rate per cent, 5 per cent....	25,000 00

Corning Railroad Company was a corporation incorporated in New York, passed May 14, 1845, chapter 328, Laws of 1845; merged to Canandaigua and Elmira Railroad Company, March

1859, and the railroad from Canandaigua to Jefferson (or Watkins), and the property, corporate franchises, etc., to secure an issue of its bonds. The property was subsequently foreclosed and the mortgaged property sold to James W. Gordon and Robert B. Potter, Esqs., who subsequently associated with them, and formed this corporation (general railroad act, chapter 328, Laws of 1845), the articles of association of which were filed February 1, 1859, and by it operated until May, 1866, when the lease of the road was transferred to the Northern Central Railway Company, by which it has since been operated. By the terms of the lease the lessee is bound to maintain the condition and business of the road, as required

#### D. RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

.....	Harrisburgh, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Philadelphia, Pa.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Elmira, N. Y.
.....	Baltimore, Md.
.....	Baltimore, Md.
.....	President.
.....	Treasurer.
.....	Secretary.

For all communications relating to this company should be addressed to the office of the

caused the foregoing statements to be prepared by the officers of this company, from the books and records, and has found them to be practicable, and believes them to be correct.

(Signed) J. S. LEIB, *Treasurer.*



(No. 58.)

## ELMIRA, JEFFERSON AND CANANDAIGUA.

LESSEE.

STATE OF NEW YORK, }  
Chemung County, } ss.:

ROBERT NEILSON, acting Superintendent of operations of the Northern Central Railway Company, lessee, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT NEILSON.

Subscribed and sworn to before me, }  
this 19th day of November, 1878. }

H. C. FRENCH,

*Notary Public in and for Chemung County.*STATE OF MARYLAND, }  
Baltimore City, } ss.:

J. S. LEIB, Treasurer of the Northern Central Railway Company, lessee, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. S. LEIB.

Subscribed and sworn to before me, }  
this 18th day of November, 1878. }

G. E. SANGSTON,

*Notary Public.*

## CHARACTERISTICS OF ROAD.

Length of road .....	46.7 miles.
Length of road in this State .....	46.7 "
Length of road laid .....	46.7 "
Length of road laid in this State .....	46.7 "
Length of double track, including sidings .....	8.1 "
Weight of rail, per yard, on main track .....	64 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from Watkins to Canandaigua .....	46.7 miles.

The equipment used on this road belongs to the Northern Central Railway.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	122,823
Number of miles run by freight trains .....	250,320
Number of passengers (all classes) carried in cars .....	96,081
Number of miles traveled by passengers, or number of passengers carried one mile .....	2,279,286
Number of tons, of 2,000 pounds, of freight carried in cars .....	563,459
Total movement of freight, or number of tons carried one mile .....	23,243,907

adopted by ordinary passenger trains, includ- our).....	22
when in motion .....	25
adopted by express trains, including stops. .	26
when in motion.....	28 to 30
adopted by freight trains, including stops....	10
when in motion .....	12 to 14
of passenger trains, exclusive of passengers .....	50
of freight trains, exclusive of freight.....	170

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

orest.....	15,123
.....	5,629
.....	108,050
ucts.....	26,997
.....	15,195
.....	376,063
.....	16,402
.....	563,459

R PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

passengers .....	} 2.808 cents.
engers.....	
h passengers.....	
assengers .....	
assengers .....	



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron .....	\$34,800 43	\$8,700 11	\$26,100 32
Repairs of bridges .....	7,070 40	1,767 60	5,302 80
Repairs of telegraph .....	1,626 39	406 60	1,219 79
Cost of iron used in repairs .....	16,886 81	4,036 70	12,290 11
Repairs of buildings .....	1,536 25	308 75	1,227 50
Repairs of fences and gates .....	2,431 76	607 94	1,823 82
Taxes on real estate .....	4,694 56	1,173 64	3,520 92
Totals .....	\$88,546 60	\$17,061 34	\$51,485 26
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$17,692 15	\$3,209 73	\$14,482 42
Repairs of passenger and baggage cars .....	33 12	33 12	.....
Repairs of freight cars .....	790 17	.....	790 17
Repairs of tools and machinery in shops .....	1,660 44	415 11	1,245 33
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	10,506 06	2,626 51	7,879 55
Totals .....	\$30,681 94	\$6,284 47	\$24,397 47

Office expenses, stationery, etc.....	\$8,353 35	\$2,367 04	\$5,986 31
Agents and clerks.....	10,244 72	2,405 23	7,839 49
Labor: loading and unloading freight.....	3,502 15	.....	3,502 15
Porters, watchmen, and switchtenders.....	8,401 00	3,234 08	5,166 92
Wood and water station attendance.....	2,231 82	555 45	1,666 37
Conductors, baggage and brakemen.....	24,051 88	7,195 03	16,886 85
Enginemen and firemen.....	20,656 11	4,521 36	16,134 75
Fuel: cost and labor of preparing for use.....	20,658 38	4,900 05	15,758 33
Oil and waste for engines and tenders.....	2,282 16	601 98	1,680 18
Oil and waste for freight cars.....	931 62	.....	931 62
Oil and waste for passenger and baggage cars.....	308 71	308 71	.....
Loss and damage of goods and baggage.....	240 81	.....	240 81
General superintendence.....	1,553 88	.....	1,553 88
Contingencies.....	43,802 53	10,950 63	32,851 90
Totals.....	\$147,234 12	\$37,481 32	\$109,752 80

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$68,546 60	\$17,061 34	\$51,485 26
Repairs of machinery.....	80,681 94	6,284 47	24,397 47
Operating.....	147,234 12	37,481 32	109,752 80
Totals.....	\$246,462 66	\$60,827 13	\$185,635 53

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$64,001 42
From freight.....	220,257 80
From other sources.....	12,423 75
Total.....	\$296,682 97

## 2d. RECEIPTS.

From passengers.....	\$64,001 42
From freight.....	220,257 80
Express.....	\$7,092 68
Mails.....	4,603 28
Rents.....	100 00
Sundries.....	627 79
Total.....	12,423 75
Total.....	\$296,682 97

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$246,462 66
For interest on valuation of equipment.....	26,659 17
Rent.....	25,000 00
Total.....	\$298,121 83
Total amount of loss.....	\$1,438 86

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 13.....	....	....	....	....	....	1	....	1
November 22.....	....	....	....	1	....	....	....	1
November 28.....	....	....	....	....	....	1	....	1
1878.								
February 12.....	....	....	....	1	....	....	....	1
April 27.....	....	....	....	....	....	1	....	1
April 29.....	....	....	....	....	1	....	1	....
July 14.....	....	....	....	....	1	....	1	....
August 29.....	....	....	....	....	1	....	1	....
Total.....	....	....	....	2	3	3	3	5

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

November 13. Near Penn Yan; train 55; stealing ride; intoxicated, and fell off; bruised; Darius A. Matthews.

November 22. Watkins; extra train; coupling cars; broke second finger; bruised other fingers, right hand; Edwin Moore, brakeman.



an Yan; train 53; tried to jump on train; fell under caboose;  
e amputated; Thomas Cragen.

an Yan; train 52; head struck and brakeman knocked off the  
stuck his head out too far from the train; bruised; L. Rossiter,

an; train 51; stood near crossing, car knocked him down; arm  
re Dykeman.

Bridge; sitting on the bridge; train 56 ran over and killed him;

; one and one-half miles north of Hopewell; lying on track;  
eMahon.

ndaigua; train 3; jumped on and tried to jump off train while  
and died from injuries; John Gilroy.

have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
as practicable, and believe them to be correct.

(Signed) J. S. LEIB, *Treasurer.*  
ROBERT NEILSON.

(No. 59.)

# **ELMIRA STATE LINE,**

LESSOR.

YORK, } ss.:  
,

KE, President of the Elmira State Line Railroad Company, being  
says, that the statements in the annexed report, which have  
at the end thereof, are true and correct, according to the best  
information, and belief.

(Signed) F. N. DRAKE.

ern to before me, }  
November, 1878. }

D. S. DRAKE,

*Notary Public.*

## **STOCK AND DEBTS.**

charter .....	\$100,000 00
bscribed .....	90,200 00
by last report .....	90,200 00
paid in of capital stock .....	90,200 00
last report .....	160,000 00
funded debt .....	160,000 00
of funded and floating debt .....	160,000 00
annum, of interest on funded debt .....	7 per cent.



## ELMIRA STATE LINE

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$68,100 97	\$68,100 97
For bridges .....	11,678 63	11,678 63
Superstructure, including iron .....	86,138 31	86,138 31
Passenger and freight stations, buildings and fixtures .....	3,500 00	3,500 00
Engine and car houses, machine shops, machinery and fixtures .....	1,000 00	1,000 00
Land, land damages, and fences .....	12,874 97	12,874 97
Engineering and agencies .....	6,899 57	7,811 98
Total cost of road and equipment .....	\$190,192 45	\$191,104 86

## CHARACTERISTICS OF ROAD.

Length of road .....	6.52 miles.
Length of road in this State .....	6.52 "
Length of road laid .....	6.52 "
Length of road laid in this State .....	6.52 "
Length of double track, including sidings .....	1.00 "
Weight of rail, per yard, on main track .....	66 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from near the city of Elmira to the State line of Pennsylvania .....	6.52 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The Tioga Railroad Company is the lessee of the road, and have operated and kept it in repair for the past year, hence the answers in detail, relating to the operation, maintenance, and repairs of the road, etc., are omitted.

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest .....	\$11,200 00
For dividends on stock .....	2,044 00
Total .....	\$13,344 00

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

T.....	Elmira, N. Y.
RAKE.....	Corning, N. Y.
.....	Corning, N. Y.
.....	Elmira, N. Y.
VEN.....	Elmira, N. Y.
OLDS.....	Elmira, N. Y.
RATT.....	Elmira, N. Y.
S.....	Elmira, N. Y.
BONE.....	Elmira, N. Y.
.....	Bath, N. Y.
.....	Buffalo, N. Y.
.....	Corning, N. Y.
.....	Elmira, N. Y.

DRAKE.....	President.
EYNOLDS.....	Vice-President.
.....	Treasurer.
RAKE.....	Secretary.

attended for this company should be addressed, DAVID S.  
 urning, Steuben county, N. Y.

has caused the foregoing statements to be prepared by the  
 agents of this company, from the books and records, and has  
 as practicable, and believes them to be correct.

(Signed) F. N. DRAKE, *President.*

---

(No. 60.)

**ELMIRA STATE LINE,**

LESSEE.

---

ORK, } ss. :

KE, President of the Tioga Railroad Company, lessee of the  
 railroad, being sworn, deposes and says, that the statements in  
 which has been signed by him, at the end thereof, are true and  
 the best of his knowledge, information, and belief.

(Signed) FRANKLIN N. DRAKE.

n to before me, }  
 vember, 1878. }

D. S. DRAKE, Jr.  
*Notary Public.*



## ELMIRA STATE LINE

## CHARACTERISTICS OF ROAD.

Length of road .....	50.60 miles.
Length of road in this State .....	6.52 "
Length of road laid .....	50.62 "
Length of road laid in this State .....	6.52 "
Length of main line of road from State Line Junction to Arnot, Pa. .	50.60 "

NOTE.—The following figure include the operations, earnings, and expenses of the Tioga Railroad Company's road in Pennsylvania.

*State Engineer and Surveyor.*

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	70,057
Number of miles run by freight trains .....	172,983
Number of passengers (all classes) carried in cars .....	63,275
Number of miles traveled by passengers, or number of passengers carried one mile .....	845,150
Number of tons, of 2,000 pounds, of freight carried in cars .....	502,158
Total movement of freight, or number of tons carried one mile .....	16,948,754
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	15
Rate of speed of same when in motion .....	20
Average rate of speed adopted by express trains, including stops ..	20
Rate of speed of same when in motion .....	25
Average rate of speed adopted by freight trains, including stops ..	11
Rate of speed of same when in motion .....	13
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	54
Average weight, in tons, of freight trains, exclusive of freight .....	295

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	15,246
Of animals .....	6,345
Of vegetable food .....	7,152
Other agricultural products .....	
Manufactures .....	13,214
Merchandise .....	10,754
Coal .....	449,447
Total .....	502,158

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	3 cents.
For first-class way passengers .....	3 $\frac{1}{4}$ "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron .....	\$38,606 55
Repairs of bridges .....	512 25
Repairs of telegraph .....	470 51
Repairs of buildings .....	701 88
Repairs of fences and gates .....	365 00
Taxes on real estate .....	675 99
Total .....	\$41,332 48

## EXPENSES OF REPAIRS OF MACHINERY.

tenders .....	\$16,183 49
and baggage cars .....	995 89
.....	27,980 74
machinery in shops .....	8,315 00
cluding oil, fuel, clerks, watchmen, etc., about .....	4,200 00
.....	<u>\$52,675 12</u>

## EXPENSES OF OPERATING THE ROAD.

ery, etc. ....	\$5,001 33
.....	5,424 63
loading freight. ....	440 75
switchtenders. ....	1,080 00
attendance. ....	630 00
and brakemen .....	23,591 68
n. ....	19,736 93
preparing for use .....	14,220 06
es and tenders .....	3,099 84
nt cars .....	1,646 19
enger and baggage cars. ....	253 26
ce .....	14,994 14
.....	4,575 04
.....	<u>\$94,693 83</u>

## CAPITULATION OF TRANSPORTATION EXPENSES.

etc. ....	\$41,332 48
.....	52,675 12
.....	94,693 83
.....	<u>\$188,701 43</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$30,771 04
.....	242,239 39
s. ....	43,512 56
.....	<u>\$316,522 99</u>

.....	\$30,771 04
.....	242,239 39
.....	\$34,825 43
.....	2,370 59
.....	1,590 75
.....	1,262 39
.....	3,463 40
.....	<u>43,512 56</u>
.....	<u>\$316,522 99</u>

## EXPENSES FOR CONSTRUCTION.

expenses .....	\$188,701 43
.....	44,065 00
plus fund .....	65,874 00
taxes .....	4,638 56
account .....	13,244 00
.....	<u>\$316,522 99</u>
of surplus fund ....	<u>\$65,874 00</u>



## ACCIDENTS.

July 4, 1878. .... Injured 1

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

July 4. A man named Young fell between two cars while going from one car to another, and broke his arm. He was intoxicated. Special train near Wells Station. No carelessness or negligence attached to employes, and none discharged on this account.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) F. N. DRAKE, *President.*

(No. 61.)

## ELMIRA AND WILLIAMSPORT,

LESSOR.

STATE OF PENNSYLVANIA, }  
Philadelphia City and County, } ss.:

LEWIS P. GEIGER, Treasurer of the Elmira and Williamsport Railroad Company, being affirmed, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

Subscribed and affirmed before me, }  
this 6th day of November, 1878. } (Signed) LEWIS P. GEIGER.

J. R. FOULKE,  
*Notary Public, Philadelphia, Pa.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,000,000 00
Amount of stock subscribed .....	1,000,000 00
Amount paid in, as by last report .....	1,000,000 00
Total amount now paid in of capital stock. ....	1,000,000 00
Funded debt, as by last report.....	1,620,000 00
The amount now of funded debt.....	1,620,000 00
Total amount now of funded and floating debt.....	1,620,000 00
Average rate, per annum, of interest on funded debt.....	6½ per cent.

*Dr.*

.....	\$2,268,000 00	
.....	352,000 00	
	<u>          </u>	\$2,620,000 00

*Cr.*

cent .....	\$1,000,000 00	
.....	570,000 00	
—Basin property, Elmira, N.Y.,	50,000 00	
.....	\$500,000 00	
.....	500,000 00	
	<u>          </u>	1,000,000 00
		<u>\$2,620,000 00</u>

Williamsport Railroad is leased to the Northern Central Railway  
Co., from May 1, 1863.

Year, transportation, miles run, expenses, characteristics, etc.,  
the report furnished by the lessee.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Masonry .....	\$2,268,000 00	\$2,268,000 00
.....		
ing iron .....		
stations, buildings and		
.....		
s, machine shops, ma-	352,000 00	352,000 00
.....		
nd fences .....		
es, and snow plows ....		
e cars .....		
and equipment .....	\$2,620,000 00	\$2,620,000 00

## CHARACTERISTICS OF ROAD.

.....	76.70 miles.
State .....	6.80 "
.....	76.70 "
this State .....	6.80 "
road from Elmira, N. Y., to Williamsport, Pa.,	76.70 "

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

and rolling stock .....	\$165,000 00
-------------------------	--------------

## CAPITAL FOR CONSTRUCTION.

.....	\$102,000 00
stock (amount and rate per cent): 7 per cent	
per cent on common .....	60,000 00
uses .....	3,000 00
.....	<u>\$165,000 00</u>



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM D. LEWIS .....	Florence, N. J.
ALEXANDER S. DIVEN .....	Elmira, N. Y.
THOMAS KIMBER, JR. ....	Burlington, N. J.
THOMAS NEILSON .....	Philadelphia, Pa.
WILLIAM READ FISHER .....	Philadelphia, Pa.
LEWIS P. GEIGER .....	Philadelphia, Pa.

WILLIAM C. LONGSTRETH .....	President.
LEWIS P. GEIGER .....	Treasurer.
THOMAS NEILSON .....	Secretary.

Communications intended for this company should be addressed, L. P. GEIGER, Treasurer, No. 308 Walnut street, Philadelphia, Pa.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) LEWIS P. GEIGER, *Treasurer.*

(No. 62.)

## ELMIRA AND WILLIAMSPORT,

LESSEE.

STATE OF NEW YORK, } ss.:  
Chemung County,

ROBERT NEILSON, acting Superintendent of operations of the Northern Central Railway Company, Lessee, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ROBERT NEILSON.

Subscribed and sworn to before me, }  
this 19th day of November, 1878. }

H. C. FRENCH,  
*Notary Public, in and for Chemung county.*

STATE OF MARYLAND, } ss.:  
Baltimore City,

J. S. LEIB, Treasurer of the Northern Central Railway Company, Lessee, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. S. LEIB.

Subscribed and sworn to before me, }  
this 18th day of November, 1878. }

G. E. SANGSTON,  
*Notary Public.*

## CHARACTERISTICS OF ROAD.

.....	76.7 miles.
ate .....	6.8 "
.....	76.7 "
his State .....	6.8 "
including sidings .....	4.8 "
, on main track .....	64 pounds.
es and shops .....	1
oad from Williamsport to Elmira Junction...	76.7 miles.

u this road belongs to the Lessee.

## YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

y passenger trains .....	148,716
freight trains .....	428,073
all classes) carried in cars .....	80,546
ed by passengers, or number of passengers	
.....	513,418
0 pounds, of freight carried in cars. ....	765,670
ht, or number of tons carried one mile .....	5,273,231
adopted by ordinary passenger trains, includ-	
our) .....	22
then in motion .....	25
adopted by express trains, including stops ...	26
then in motion .....	28 to 30
adopted by freight trains, including stops ....	10
then in motion .....	12 to 14
of passenger trains, exclusive of passengers	
.....	50
of freight trains, exclusive of freight .....	170

## OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

orest .....	11,876
.....	5,311
.....	96,850
ects .....	46,214
.....	30,626
.....	550,158
.....	24,635
.....	765,670

## FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES

## PER MILE, AS FOLLOWS:

assengers .....	} 2.416 cents.
ngers .....	
a passengers .....	
ssengers .....	
ssengers .....	

ollowing tables include only that portion of the road in the



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$7,661 03	\$1,915 26	\$5,745 77
Repairs of bridges.....	1,958 97	489 74	1,469 23
Repairs of telegraph.....	161 71	40 43	121 28
Cost of iron used in repairs.....	2,457 29	614 32	1,842 97
Repairs of buildings.....	139 73	30 21	109 52
Repairs of fences and gates.....	434 29	108 57	325 72
Taxes on real estate.....	410 08	102 52	307 56
Totals.....	\$13,223 10	\$3,301 05	\$9,922 05
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$3,787 01	\$528 57	\$3,258 44
Repairs of passenger and baggage cars.....	4 10	4 10	.....
Repairs of freight cars.....	191 49	.....	191 49
Repairs of tools and machinery in shops.....	287 37	.....	215 53
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	4,547 89	1,136 93	3,410 92
Totals.....	\$8,817 86	\$1,741 48	\$7,076 38

Agents and clerks .....	1,339 74	394 43	91,945 31
Labor: loading and unloading freight .....	1,225 93		1,225 93
Porters, watchmen, and switchtenders .....	1,328 73	425 29	1,328 73
Wood and water station attendance .....	108 65	27 16	81 49
Conductors, baggage and brakemen .....	2,394 81	1,027 80	1,367 01
Engineers and firemen .....	1,079 88	195 60	883 78
Fuel: cost and labor of preparing for use .....	3,874 81	813 43	3,061 38
Oil and waste for engines and tenders .....	407 00	91 56	315 44
Oil and waste for freight cars .....	180 28		180 28
Oil and waste for passenger and baggage cars .....	59 74		
Loss and damage of goods and baggage .....	68 72		68 72
General superintendence .....	297 55	74 39	223 16
Contingencies .....	10,111 55	2,527 89	7,583 66
Totals .....	\$23,853 42	\$5,992 19	\$17,861 23

RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$13,223 10	\$3,301 05	\$9,922 05
Repairs of machinery .....	8,817 86	1,741 48	7,076 38
Operating .....	23,853 42	5,992 19	17,861 23
Totals .....	\$45,894 38	\$11,034 72	\$34,859 66



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers.....	\$12,404 60
From freight.....	42,375 94
From other sources.....	2,592 22
Total.....	\$57,372 76

## 2D. RECEIPTS.

From passengers.....	\$12,404 60
From freight.....	42,375 94
Express.....	\$1,046 47
Mails.....	883 54
Rents.....	454 84
Sundries.....	207 37
Total.....	\$57,372 76

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$45,894 38
For interest on valuation of equipment.....	3,755 96
*Rent.....	19,038 45
Total.....	\$68,688 79
Total amount of loss.....	\$11,316 03

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 9.....	....	....	....	1	....	....	....	1
May 2.....	....	....	....	....	....	1	....	1
August 26.....	....	....	....	1	....	....	....	1
Total.....	....	....	....	2	....	1	....	3

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

March 9. Elmira shops; yard engine; coupling cars; arm bruised; F. L. Cornish, yardman.

May 2. Near Elmira shops; train unknown; climbing over train at crossing; left foot crushed; John Getler.

August 26. Elmira shops; yard engine; arm bruised while coupling cars; John Peterman, yardman.

\*NOTE.—Nine seventy-eighths of the whole operation of the Northern Central is the estimated proportion for the Elmira and Williamsport railroad, the whole rent paid is reported by the lessor, at \$165,000.

State Engineer and Surveyor.

have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
caused them to be practicable, and believe them to be correct.

(Signed) J. S. LEIB, *Treasurer*.  
ROBERT NEILSON, *Superintendent*.

(No. 62½.)

**ERIE.**

ARK, }  
ss. :

EDMUND S. BOWEN, being each for himself duly sworn, deposes  
(said Jewett) is the Receiver of the Erie Railway, appointed by  
the State of New York, on the 26th day of May, in the year  
(said E. S. Bowen) is the Superintendent in charge of the opera-  
tion they have caused the statements in the annexed report to  
be made from books and records of the Erie Railway Company, and from  
the report of Hugh J. Jewett, the Receiver of the said road, which state-  
ment by them at the end thereof, and that the said statements are  
true to the best of his knowledge, information, and belief.

(Signed) H. J. JEWETT,  
E. S. BOWEN.

to before me, }  
number, 1878. }

C. G. BARBER, *Notary Public*.

**STOCK AND DEBTS.**

Quarterly report.....	}	\$86,536,910 00
Capital stock.....		
Quarterly report.....		
Quarterly report.....		54,271,814 00
Quarterly report.....		See ex. p. 179
Quarterly report.....		1,887,216 11
Quarterly report of the Erie Railway Company and		669,705 77
Quarterly report of loans and bills payable*.....		See ex. p. 179
Quarterly report of funded and floating debt.....		" "

of "funded" and "floating" debt do not include past due coupons,  
interest payable for surplus, labor and traffic balances, or any liabilities  
of the funded debt of the Erie Railway Company, and the loans and  
Railway Company and the Receiver.



## CONDENSED BALANCE SHEET, SEPTEMBER 30, 1878.

*Dr.*

Cost of road and equipment.....	\$2,189,936 63	
Construction branch lines .....	90,021 86	
Weehawken docks construction.....	\$14,163 91	
Oak Cliff docks construction.....	8,103 12	
Car hoists at Leavittsburgh and Mansfield, Ohio .....	14,344 11	
		36,611 14
Amount paid the Pennsylvania Coal Company on account of coal cars,		10,319 16
Amount due from agents, other companies, and individuals on cur-		
rent accounts .....		2,086,143 46
Stocks of other companies.....	\$967,215 82	
Bonds of other companies.....	606,520 00	
		1,573,735 82
Erie Railway Company .....		5,924,736 30
Cash on hand October 1, 1878.....		4,911 48
Cash in hands of J. S. Morgan & Co., London, to pay coupons .....		399 21
Amount advanced for purposes of reorganization and litigation in		
London .....		17,500 00
		<u>\$11,934,305 06</u>

*Cr.*

Loans payable .....	\$662,639 33	
Rentals of leased lines, etc.....	353,534 87	
Amount due to other companies and individuals on		
current accounts consisting of pay-roll.....	\$666 87	
Audited vouchers, for supplies, etc.....	242,058 41	
Traffic balances, etc.....	156,233 42	
N. Y., L. E. & W. R. R.....	1,045,878 47	
		1,444,837 17
Reclamations.....		266,605 49
Avon station insurance account .....		3,280 72
Profit and loss:		
Balance*.....	\$8,703,407 49	
United States Express Company stock.....	500,000 00	
		9,203,407 49
		<u>\$11,934,305 06</u>

Accounting department, Erie Railway, H. J. Jewett, Receiver, New York, December 28, 1878.

S. LITTLE, Auditor.

NOTE.—The floating debt, reported above, consists of the amount contracted by the Receiver of the Company, and also of that contracted by the company before the appointing of a Receiver, thus:

Receiver.....	\$662,639 33
Erie Railway Company.....	7,066 43
Total.....	<u>\$669,705 77</u>

For the better explanation of the foot-note on page 177, the Receiver has furnished a condensed balance-sheet of current liabilities outside of the above floating debt, and also its current assets as against such liabilities.

\* There is chargeable against this sum the interest on the funded debt of the Erie Railway, which is carried on its books.

State Engineer and Surveyor.

## DETAILS OF THE FUNDED DEBT.

.....	
mature May 1, 1897*.....	\$2,488,000 00
mature September 1, 1879 .....	2,174,000 00
mature March 1, 1883.....	4,852,000 00
mature October 1, 1880 .....	2,937,000 00
mature June 1, 1888.....	709,500 00
mature July 1, 1891.....	182,600 00
le) bonds, mature September 1, 1875, being	
0 per £ (gold)† .....	4,457,714 00
maturity bonds, mature September 1, 1927 (gold),	12,076,000 00
maturity January 1, 1903 (gold) .....	10,000,000 00
maturity mortgage bonds, mature March, 1894 (gold)....	14,400,000 00
.....	\$54,271,814 00

the second consolidated mortgage of the Erie Railway Company convertible bonds to the amount of \$10,000,000.00, and second mortgage bonds to the amount of \$14,400,000.00 above mentioned, judgment of the Supreme Court of the State of New York, No. 1 bonds are now mortgaged therein.

On the 24th day of April, 1878, sale was had under said judgment of the railroad property and franchises of the Erie Railway Company for the sum of six millions of dollars, subject to the prior mortgage, except as changes by such foreclosure and sale, and explanation. The funded debt of the Erie Railway appears as at the date of the last report, and substantially as above

to operate the railroad of the Erie Railway Company on the same terms, except as hereinafter otherwise mentioned, the following details of his operations and transactions, applicable to the period from the 30th September, 1877, to and including said 31st May, 1878, same appeared in his books and accounts upon the 30th

On the 30th September, 1877, the rate of interest is 7½ per cent gold; on the balance, 7 per cent. The first consolidated mortgage bonds, at the rate of 7 per cent, exchanged for the first consolidated mortgage bonds, at the rate of 7 per cent, making the principal of such bonds \$4,580,000.00, instead of



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For telegraph .....	\$13,861 68	\$16,640 19
For graduation and masonry .....	3,710,875 30	3,712,931 75
For bridges .....	358,771 75	358,771 75
Superstructure, including iron .....	6,801,841 53	6,941,276 64
Third rail between Elmira and Buffalo .....	1,060,032 18	1,060,032 18
Passenger and freight stations, buildings and fixtures .....	2,022,003 06	2,044,589 17
Engine and car-houses, machine shops, machinery and fixtures .....	1,970,655 43	1,970,655 43
Land, land damages, and fences .....	794,941 54	806,655 13
Locomotives and fixtures, and snow plows .....	4,485,717 89	4,491,919 20
Passenger and baggage cars .....	1,254,099 50	1,256,762 23
Water transportation, New York harbor .....	255,783 28	255,783 28
Freight and other cars .....	7,628,203 71	7,640,478 23
Pavonia and Twenty-third street ferries .....	687,464 82	687,464 82
Engineering and agencies .....	90,564 16	90,564 16
New York and Erie Railroad and Erie Railway and its franchises .....	86,310,304 71	86,299,265 93
Total cost of road and equipment to May 31, '78,	\$117,445,120 54	\$117,633,790 09

## CHARACTERISTICS OF ROAD.

Length of road .....	See page 182
Length of road in this State .....	" "
Length of road laid .....	" "
Length of road laid in this State .....	" "
Length of double track, including sidings .....	" "
Length of branches owned by the company, laid .....	" "
Length of double track laid on same .....	" "
Weight of rail, per yard, on main track, both iron and steel .....	63 pounds.
Number of engine-houses (having stalls for 321 engines) .....	44
Number of shops:	
Machine .....	8
Car repair .....	8
	16
Number of engines on the books of the company:	
In good condition .....	405
In fair condition .....	26
In bad condition .....	45
Broken up .....	39
	515
Number of first-class passenger cars (rated as 8-wheel cars) .....	236
Number of second-class and emigrant cars (rated as 8-wheel cars) ..	73
Number of baggage, mail, and express cars (rated as 8-wheel cars) ..	96
Number of freight cars (including coal cars) owned and under contract of purchase (rated as 8-wheel cars) .....	11,708
Length of main line of road from Jersey City, N. J., to Dunkirk, N. Y.	460.029 miles.

ne in the State of New Jersey.....	30.090	miles.
ne in the State of New York.....	387.792	"
ne in the State of Pennsylvania.....	42.147	"
ne from Jersey City, N. J., to Dunkirk, N. Y.. ....	460.029	"



## MILES OF TRACK OWNED, LEASED, AND OPERATED ON MAY 31, 1878.

DIVISIONS.	MAIN LINE—JERSEY CITY TO DUNKIRK.					BRANCHES.						
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.
				Main track.	Side track.					Main track.	Side track.	
EASTERN DIVISION.												
<i>Owned.</i>												
Main line (Sufferns, N. Y., to Port Jervis, N. Y.) .....	56.148	56.148	20.636	.....	.....	132.932	.....	.....	.....	.....	.....	.....
Piermont branch (Sufferns to Piermont, N. Y.) .....	.....	.....	.....	.....	.....	.....	17.970	.....	5.357	.....	.....	23.327
Newburgh branch (Greycourt, N. Y., to Newburgh, N. Y.) .....	.....	.....	.....	.....	.....	.....	18.730	.....	9.524	.....	.....	28.254
<i>Leased.</i>												
Paterson and Hudson R. R. R. and Paterson and Ramapo R. R., 30.990 : Union R. R. 0.795 (Jersey City, N. J., to Suffern, N. Y.) .....	30.885	30.885	42.757	.....	.....	104.527	.....	.....	.....	.....	.....	.....
Montgomery and Erie R. R. (Goshen, N. Y., to Montgomery, N. Y.) .....	.....	.....	.....	.....	.....	.....	10.230	.....	1.525	.....	.....	11.745
Goshen and Deckertown R. R. (Goshen, N. Y., to Pine Island, N. Y.) .....	.....	.....	.....	.....	.....	.....	11.650	.....	0.814	.....	.....	12.464
Newburgh and New York R. R. (Greenwood Junction, N. Y., to Vall's Gate Junction, N. Y.) .....	.....	.....	.....	.....	.....	.....	12.590	.....	1.473	.....	.....	14.063
Paterson, Newark and N. Y. R. R. (Paterson, N. J., to Newark, N. J.) .....	.....	.....	.....	.....	.....	.....	10.909	.....	2.186	.....	.....	13.095
<i>Operated.</i>												
Newark and Hudson R. R. (Bergen Junction, N. J., to Newark, N. J.) .....	.....	.....	.....	.....	.....	.....	5.618	0.942	2.539	1.850	.....	10.924
Weehawken Branch (East end Bergen Tunnel to D. & H. Canal Co.'s Docks, Weehawken, N. J.) .....	.....	.....	.....	.....	.....	.....	3.312	.....	4.798	.....	.....	8.110
N. Y. and Fort Lee R. R. (D. & H. Co.'s Docks, Weehawken, to Stock Yards at Oak Cliff, N. J.) .....	.....	.....	.....	.....	.....	.....	1.793	.....	0.950	.....	.....	2.743
Northern R. R. of N. J. 21,286, and Nyack and Northern R. R. 4,378 (Junction at Bergen, N. J., to Nyack, N. Y.) .....	.....	.....	.....	.....	.....	.....	25.604	.....	4.998	.....	.....	30.602
Totals .....	87.033	87.033	63.393	.....	.....	237.459	118.466	0.942	34.164	1.850	.....	154.487

<i>Owned.</i>												
Main line (Susquehanna, Pa., to Hornellsville, N. Y.)	139,934	123,794	\$6,679	131,154	16,992	383,045	.....	.....	.....	.....	.....	.....
Totals	139,934	123,794	50,679	131,154	16,992	383,045	.....	.....	.....	.....	.....	.....
<i>Leased.</i>												
<b>WESTERN DIVISION.</b>												
<i>Owned.</i>												
Old main line (Hornellsville, N. Y., to Dunkirk, N. Y.)	129,165	.....	54,264	2,757	9,765	189,683	.....	.....	.....	.....	.....	.....
<i>Leased.</i>												
Buffalo, Bradford and Pittsburgh R. R. (Carrollton, N. Y., to Gillesville, Pa.)	.....	.....	.....	.....	.....	.....	25,970	.....	.....	7,460	.....	33,430
Totals	129,165	.....	54,264	2,757	9,765	189,683	25,970	.....	.....	7,460	.....	33,430
<b>BUFFALO DIVISION.</b>												
<i>Owned.</i>												
Buffalo branch being present main line (Hornellsville, N. Y., to Attica, N. Y.)	.....	.....	.....	.....	.....	.....	59,848	7,918	17,083	67,766	18,649	193,037
<i>Leased.</i>												
Buffalo, New York and Erie R. R. (Attica, N. Y., to Buffalo, N. Y.)	.....	.....	.....	.....	.....	.....	31,248	30,186	42,868	61,434	30,704	160,371
Suspension Bridge and Erie Junction R. R. (East Buffalo to Suspension Bridge, N. Y.)	.....	.....	.....	.....	.....	.....	23,277	.....	10,744	23,277	9,070	50,135
<i>Operated.</i>												
Erie International Railway (Main street, Buffalo, to International Bridge, N. Y.)	.....	.....	.....	.....	.....	.....	4,257	.....	2,114	.....	.....	6,371
Totals	.....	.....	.....	.....	.....	.....	118,630	38,104	72,809	152,477	58,423	394,994



## MILES OF TRACK.—(Continued).

MAIN LINE—JERSEY CITY TO DUNKIRK.						BRANCHES.						
DIVISIONS.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.
				Main track.	Side track.					Main track.	Side track.	
ROCHESTER DIVISION.												
<i>Leased.</i>												
Buffalo, N. Y. and Erie R. R. (Painted Post, N. Y., to Avon, N. Y.)	.....	.....	.....	.....	.....	.....	74,295	.....	15,940	.....	.....	90,145
Avon to Attica, N. Y.	.....	.....	.....	.....	.....	.....	34,497	.....	5,197	.....	.....	39,694
Rochester and Genesee Valley R. R. (Avon to Rochester, N. Y.)	.....	.....	.....	.....	.....	.....	18,961	.....	1,918	.....	.....	20,879
Avon, Genesee and Mt. Morris R. R. (Avon to Mt. Morris, N. Y.)	.....	.....	.....	.....	.....	.....	17,591	.....	1,936	.....	.....	19,527
Erie and Genesee Valley R. R. (Mt. Morris to Dansville, N. Y.)	.....	.....	.....	.....	.....	.....	12,294	.....	1,292	.....	.....	13,586
Totals	.....	.....	.....	.....	.....	.....	156,819	.....	29,263	.....	.....	186,082
Grand totals, all divisions	460,029	272,390	204,974	133,911	26,657	1,017,677	480,367	39,046	100,181	189,675	62,434	805,639

Total tracks owned, leased, and operated, 1823.316 miles.

\* Reduced to equivalent single track in totals.

† This amount includes the sidings on section 1 of the Suspension Bridge and Erie Junction R. R., they being laid on the lands of the Buffalo, New York and Erie R. R. Co.

‡ 0.228 miles of this belong to the Buffalo Division. It is taken up here as being the most convenient place for it.

LEASED, OWNED, AND OPERATED BY THE ERIE RAILWAY COMPANY.

New York State .....	387.792 miles.
New York States .....	72.237 "
Road from Jersey City, N. J., to Dunkirk, .....	460.029 "
(and branches) in New York State .....	748.026 "
(and branches) out of New York State ....	192.360 "
line and branches).....	940.386 "

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## MILES OF TRACK.—(Continued).

MAIN LINE—JERSEY CITY TO DUNKIRK.										BRANCHES.			
DIVISIONS.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	
				Main track.	Side track.					Main track.	Side track.		
ROCHESTER DIVISION.													
<i>Leased.</i>													
Buffalo, N. Y. and Erie R. R. (Painted Post, N. Y., to Avon, N. Y.)	.....	.....	.....	.....	.....	.....	74,205	.....	15,940	.....	.....	90,145	
Rochester and Genesee Valley R. R. (Avon to Attica, N. Y.)	.....	.....	.....	.....	.....	.....	34,497	.....	5,197	.....	.....	39,694	
Avon, Genesee and Mt. Morris R. R. (Avon to Rochester, N. Y.)	.....	.....	.....	.....	.....	.....	18,261	.....	4,918	.....	.....	23,179	
Erie and Genesee Valley R. R. (Mt. Morris to Dansville, N. Y.)	.....	.....	.....	.....	.....	.....	17,561	.....	1,356	.....	.....	19,517	
Totals	.....	.....	.....	.....	.....	.....	12,294	.....	1,252	.....	.....	13,546	
Grand totals, all divisions	400,029	272,399	204,974	133,911	26,557	1017,677	480,357	39,046	100,181	180,675	62,434	805,639	

Total tracks owned, leased, and operated, 1823.316 miles.

\* Reduced to equivalent single track in totals.

† This amount includes the sidings on section 1 of the Suspension Bridge and Erie Junction R. R., they being laid on the lands of the Buffalo, New York and Erie R. R. Co.

‡ 0.228 miles of this belong to the Buffalo Division. It is taken up here as being the most convenient place for it.

D. LEASED, OWNED, AND OPERATED BY THE ERIE RAILWAY  
COMPANY.

New York State .....	387,792 miles.
New York States .....	72,237 "
of road from Jersey City, N. J., to Dunkirk,	
.....	460,029 "
and branches) in New York State .....	748,026 "
and branches) out of New York State ....	192,360 "
line and branches) .....	940,386 "

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## LIST OF BRANCHES.

NAME OF ROAD.	WHERE LOCATED.		LENGTH.		Length of double track on same.
	From.	To.	Total.	In New York.	
<i>Owned.</i>					
Piermont Branch.....	Suffern.....	Piermont.....	17.970	17.970	.....
Newburgh Branch.....	Greycourt.....	Newburgh.....	18.730	18.730	.....
Buffalo Branch.....	Hornellsville.....	Attica.....	59.848	59.848	7.918
Totals.....	.....	.....	96.548	96.548	7.918
<i>Operated.</i>					
Weehawken Branch.....	Bergen Tunnel.....	Oil Docks.....	5.105	.....	.....
New York and Fort Lee R. R. ....	Oil Docks.....	Oak Cliff.....	21.286	1.441	.....
Northern R. R. of New Jersey.....	Junction at Bergen.....	Sparkill.....	4.378	.....	.....
Nyack and Northern R. R. ....	Sparkill.....	Nyack.....	4.257	4.257	.....
Erie International Railway.....	Main Street, Buffalo.....	International Bridge.....	5.618	.....	0.942
Newark and Hudson R. R. ....	Bergen Junction.....	Newark.....	40.644	10.076	0.942
Totals.....	.....	.....	.....	.....	.....
<i>Leased.</i>					
Paterson, Newark and N. Y. R. R. ....	Paterson.....	Newark.....	10.909	.....	.....
Newburgh and New York R. R. ....	Greenwood Junction.....	Vall's Gate Junction.....	12.590	12.560	.....
Montgomery and Erie R. R. ....	Goshen.....	Montgomery.....	10.220	10.220	.....
Goshen and Deckertown R. R. ....	Goshen.....	Pine Island.....	11.650	11.650	.....
Hawley Branch.....	Lackawaxen.....	Hawley.....	15.613	.....	.....
Honesdale Branch.....	Hawley.....	Honesdale.....	8.183	.....	.....
Jefferson R. R. ....	Lanesboro.....	Carbondale.....	26.686	.....	.....
Buffalo, Bradford and Pittsburgh R. R. ....	Carrollton.....	Gilesville.....	25.970	7.806	.....
Buffalo, New York and Erie R. R. ....	Painted Post.....	Buffalo.....	139.951	139.951	30.186
Suspension Bridge, and Erie Junction R. R. ....	East Buffalo.....	Suspension Bridge.....	23.277	23.277	.....
Rochester and Genesee Valley R. R. ....	Avon.....	Rochester.....	18.961	18.961	.....
Avon, Genesee and Mount Morris R. R. ....	Mount Morris.....	Mount Morris.....	17.601	17.601	.....
Erie and Genesee Valley R. R. ....	Mount Morris.....	Danville.....	12.294	12.294	.....
Totals.....	.....	.....	343.105	253.610	30.186



MONTHS IN TRANSPORTATION, AND TOTAL MILES RUN TO  
MAY 31, 1878.

working trains .....	57,534
passenger trains .....	2,006,587
switch engines .....	1,246,256
freight trains .....	5,197,583
(all classes) carried in cars .....	3,080,242
ed by passengers, or number of passengers .....	86,154,310
0 pounds, of freight carried in cars .....	4,128,906
ht, or number of tons carried one mile .....	811,145,801
adopted by ordinary passenger trains, includ- our) .....	20 to 22
when in motion .....	26 to 30
adopted by express trains, including stops...	26 to 30
when in motion .....	30 to 40
adopted by freight trains, including stops...	10
when in motion .....	15
, of passenger trains, exclusive of passengers .....	150
, of freight trains, exclusive of freight .....	240

OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Forest .....	128,826
.....	294,412
.....	740,727
ucts .....	95,516
.....	170,643
.....	404,658
.....	1,948,157
.....	345,967
.....	4,128,906

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

passengers .....	1.94 cents.
engers .....	2.31 "
ngers .....	0.76 "
passengers .....	1.68 "



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION, TO MAY 31, 1878.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$771,685 03	\$192,071 10	\$579,613 93
Repairs of bridges .....	77,362 45	20,368 96	56,993 49
Repairs of telegraph .....	5,166 92	1,291 73	3,875 19
Superintendence and contingencies .....	54,750 52	13,713 55	41,036 97
Cost of iron used in repairs:	293,434 68	73,858 67	220,076 01
Allotted to passenger transportation:			
Length in feet .....	329,688 }		
Weight in lbs. ....	6,488,277 }		
Allotted to freight transportation:			
Length in feet .....	989,068 }		
Weight in lbs .....	20,814,840 }		
Repairs of buildings .....	88,157 50	40,298 72	47,858 78
Repairs of fences and gates .....	18,780 52	4,695 13	14,085 39
Taxes on real estate .....	196,164 86	49,267 78	146,897 08
Totals .....	\$1,505,502 48	\$385,065 64	\$1,110,436 84
REPAIRS OF MACHINERY TO MAY 31, 1878.			
Repairs of engines and tenders .....	\$330,273 09	\$74,620 47	\$255,652 62
Renewals of engines and tenders .....	147,404 99	3,168 34	144,236 65
Repairs of passenger and baggage cars .....	111,228 99	111,228 99	.....
Renewals of passenger and baggage cars .....	4,420 17	4,420 17	.....
Repairs of freight cars .....	394,768 01	.....	394,768 01
Renewals of freight cars .....	49,893 02	.....	49,893 02
Repairs of tools and machinery in shops .....	31,832 40	7,958 10	23,874 30
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	94,641 19	23,660 28	70,980 91
Cleaning and housing engines .....	159,807 99	39,952 00	119,855 99
Totals .....	\$1,324,269 85	\$265,008 35	\$1,059,261 50

transportation.

Office expenses, stationery, etc. ....	\$175,956 54	\$59,167 28	\$116,789 26
Telegraph operators .....	67,922 28	18,256 50	49,665 78
Agents and clerks .....	557,173 53	170,271 33	386,902 20
Labor: loading and unloading freight .....	594,219 64	.....	594,219 64
Porters, watchmen, and switchtenders .....	198,067 71	44,036 83	154,030 88
Wood and water station attendance .....	88,361 78	9,590 47	28,771 31
Conductors, baggage and brakemen .....	774,156 13	202,423 23	571,732 90
Engine men and firemen .....	602,908 65	126,887 51	476,021 14
Fuel: cost and labor of preparing for use .....	660,446 99	123,085 60	537,361 39
Oil and waste for engines and tenders .....	49,365 13	10,693 07	38,672 06
Oil and waste for freight cars .....	41,670 58	.....	41,670 58
Oil and waste for passenger and baggage cars .....	12,930 70	12,930 70	.....
Loss and damage of goods and baggage .....	23,010 65	154 70	22,855 95
Damage for injuries of persons .....	8,132 32	2,873 28	5,259 04
Damage to property, including damages by fire and cattle killed on road .....	3,559 68	811 18	2,748 50
General office expenses .....	48,542 46	12,135 62	36,406 84
General superintendence .....	113,275 24	28,318 81	84,956 43
General office clerks .....	88,612 70	22,153 18	66,459 52
Contingencies .....	475,029 86	120,208 36	354,821 50
Totals .....	\$4,533,342 57	\$933,997 65	\$3,599,344 92



## SUBDIVISION OF CONTINGENCIES.

Legal expenses.....	\$73,245 20
Hire of cars.....	282,868 17
Clerks.....	5,715 60
Incidentals.....	19,223 64
Removing snow and ice.....	14,514 88
Stationery and printing.....	158 64
Insurance.....	23,146 57
Rents.....	17,926 00
Tolls.....	666 67
Rents of piers.....	34,220 91
Manning passenger barge.....	3,200 00
Repairs passenger barge.....	343 58
Total.....	\$475,029 86

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc....	\$1,505,502 48	\$395,065 64	\$1,110,436 84
Repairs of machinery.....	1,324,269 85	265,008 35	1,059,261 50
Operating.....	4,533,342 57	963,997 65	3,569,344 92
Totals.....	\$7,363,114 90	\$1,624,071 64	\$5,739,043 26

## EARNINGS, EXPENSES, ETC., ACCRUING TO MAY 31, 1878.

## 1ST. EARNINGS.

From passengers.....	\$1,900,045 50
From freight.....	8,087,075 41
From other sources.....	465,175 96
Total.....	\$10,452,296 87

## 2D. EARNINGS.

From passengers.....	\$1,900,045 50
From freight.....	8,087,075 41
Express.....	\$261,759 22
Mails.....	116,292 45
Rents.....	21,784 60
Miscellaneous.....	65,339 69
	465,175 96

Total, Erie Railway proper.....\$10,452,296 87

*From other sources.*

Pavonia ferries earnings.....	\$153,259 50
Pavonia Horse Railroad earnings.....	12,468 93
Erie Baggage Express earnings.....	42,689 55
Weehawken docks earnings.....	48,226 05
Grand Opera House and Twenty-third street property, rents (year ending Sept. 30, 1878) *..	42,312 86
Unclaimed baggage and freight department receipts.....	1,883 81
	\$300,840 70
From interest on securities (year ending September 30, 1878) † ..	259,800 95
From royalty on oil, for account of Buffalo, Bradford and Pittsburgh Railroad.....	8,207 14
Total.....	\$11,021,145 66

\* Property still in hands of receiver.

† Securities still in hands of receiver.

## AN FOR CONSTRUCTION.

expenses*.....	\$7,363,114 90	
est on the funded debt, eight		
1, 1878 :		
.....	\$1,919,378 33	
.....	619,131 32	
		2,538,509 65
s bonds, eight months, to June 1st.....		140,000 00
rd and Erie bonds, eight months, to June 1st,		
ison Canal Company.....	\$70,000 00	
.....	18,666 66	
		88,666 66
ocks mortgage, eight months, to June 1, 1878..		42,968 83
.....	\$93,441 24	
.....	13,893 90	
		107,335 14
		7,560 29
nes, eight mos., to June 1, 1878,†	\$447,341 36	
and Erie Junction		
ght months, to June		
.....	\$46,666 67	
f earnings.....	16,653 34	
		30,013 33
wark Railroad rent,		
June 1, 1878.....	\$23,333 34	
f earnings.....	12,937 89	
		10,395 45
		487,750 14
.....		8,234 97
.....	\$208,610 25	
ilroad expenses.....	29,532 62	
press expenses.....	46,917 76	
s expenses.....	23,082 01	
ouse and Twenty-third street		
es (year ending Sept. 30, 1878),†	56,367 06	
ge and freight department ex-		
.....	4,007 31	
		368,517 00
ranization.....		13,207 01
ses.....		29,895 00
tober 1, 1877.....		24,352 48
ffalo.....		4,148 21
		\$11,324,260 29
		11,021,145 66
		\$203,114 63

grand total of the recapitalization table, and includes \$201,718.18 for  
 ce old numbers, as is shown in the detailed statement of operating  
 e:

tenders.....	\$147,404 99
nd baggage cars.....	4,420 17
	49,893 02

ne following leased lines: Paterson and Hudson Railroad; Paterson  
 oboken Land and Improvement Company; Newburgh and New York  
 ork and Erie Railroad; Montgomery and Erie Railroad; Goshen and  
 awley Branch; Honesdale Branch; Jefferson Branch; Rochester and  
 Avon, Genesee and Mount Morris Railroad; Erie and Genesee Valley  
 ord and Pittsburgh Railroad.  
 nds of receiver.



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October .....	..	2	4	13	3	7	7	22
November .....	1	..	3	10	..	4	4	14
December .....	1	..	2	25	6	6	9	31
1878.								
January .....	..	1	4	19	2	1	6	21
February .....	..	..	..	23	4	4	4	27
March .....	..	1	..	15	7	6	7	22
April .....	..	..	2	8	3	5	5	13
May .....	..	1	1	12	2	4	3	17
	2	5	16	125	27	37	45	167

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

## 1877.

B., N. Y. and E., October 2. George W. Reynolds, brakeman, age 41, had thumb of his left hand smashed, coupling engine 427 to train 6, at Attica, N. Y. C. E. Ferris, conductor; J. Ogden, engineer.

P. and R., October 5. Peter Wanamaker, age 45, as he was driving across the track on highway crossing, at Ridgewood, N. J., directly in front of train 15, the train struck his wagon, throwing him out in front of engine, resulting in a slight cut on head and a bruised arm; bell was ringing and whistle sounded. W. E. Hepburn, conductor; S. S. Walker, engineer; engine 393.

B., B. and P., October 5. Patrick Lane, switchman, age 21, had his right foot badly crushed at Kendall, Pa., in attempting to get on foot-board of engine 144 while in motion; his foot slipped. A. H. Slatt, engineer.

B., N. Y. and E., October 5. Thomas McLaughlin, switchman, age 23, had his left hand caught between drawheads while coupling cars at Buffalo, N. Y.; two fingers amputated. Engine 497; W. E. Pierington, engineer.

B., N. Y. and E., October 5. Walter Phinney, age 18, was struck by train 16, 2½ miles west of Alden, N. Y., and had flesh torn from bottom of his right foot, and head bruised; he was walking on track, and paid no attention to signals given. B. Van Tuyl, conductor; B. Weyant, engineer; engine 130.

P. and H. R., October 6. James Lemon, brakeman, age 31, arm badly bruised by getting it caught between the bumpers while uncoupling cars in train extra 10, at Jersey City, N. J.; no bones broken. W. M. Shearer, conductor; D. Ross, engineer; engine 273.

P. and H. R., October 7. Robert Murphy, sweeper at engine-house, Jersey City, N. J., age 45, went under engine 421, unknown to any person, to clean out a drain that was stopped up, when, the engine moving, it struck him, cutting a gash in his leg about eight inches long; no bones broken. T. Brierton, engineer.

9. William Murphy, laborer on grain dock, Jersey City, N. J., while attempting to cross between cars on grain dock, was caught between them and killed; cars were being moved by hand.

John McGowan, Jr., age 13, while stealing a ride on train No. 1, his foot slipped, went under wheel, and was crushed; foot amputated. T. Dolson, conductor; J. Miller, engineer;

Joseph G. Goss, brakeman, age 28, was fatally injured by fall from train 2d extra 36, while taking up bell-rope,  $1\frac{1}{4}$  miles west of New York, same day. E. Rosencrans, conductor; J. Smith, engineer;

William Skinner, passenger, age 35, had his right leg crushed, and his left foot crushed, at Goshen, N. Y., in jumping from train No. 1. Geraghty, Sr., conductor; engine 848, G. Iseman, engineer.

October 13. Philip Bendernagle, age 45, in attempting to get on train No. 1, switched at Oak Cliff, N. J., by engine 226, fell and was run over, sustaining injuries. He was taken to Roosevelt Hospital, New York, and died. G. W. Moore, engineer.

William Hanners, fireman, age 34, had his arm broken, in jumping from train No. 2, near Southfield, N. Y. Train 10; A. Newkirk, conductor;

October 14. Frank Hanible (colored), age 40, while lying on track at Cresskill, N. J., had his arm cut off, and head injured. He did not see him. J. M. Snook, conductor; engine 355, J.

Henry Martin, age 43, was found dead on track near Inter-

bert Preston, track laborer, age 35, had two fingers on left hand crushed, while loading steel rails, at Canisteo Center, N. Y.

Thomas Higgins, age 9, had his right leg crushed and left injured, while stealing a ride, and in attempting to jump while train No. 1 was passing; leg was amputated. Train 2d extra 27; W. Hollis, conductor; Tibbetts, engineer.

Leon Raish, flagman, age 31, was killed by falling from train, while attempting to turn switch; he was walking forward to turn switch, losing his balance. N. Gilson, conductor; engine 366, C. Snyder, engineer.

Joseph K. Brown, brakeman, age 30, had his right hand badly injured, while coupling cars at Corning, N. Y.; three fingers amputated. Train extra 35; engine 476, J. La Grange, engineer.

Benjamin F. Foulk, brakeman, age 28, was fatally injured at Corning, N. Y., while coupling cars when he slipped and fell, and was run over by train 2d extra 43; F. Hunt, conductor; engine 443, C. De-

Walter Drummond, engineer, age 40, in putting his arm over the water-tank spout at West Paterson, N. J., it was caught between the tank and the spout, and was cut in the muscles. Train extra 85; D. King, conductor; engine 247.

John Twiggs, age 55, was killed by train 5,  $1\frac{1}{4}$  miles west of New York, while attempting to get over on west-bound track, to get out of way of train No. 1; too late for engineer to give any signals before striking him. Engine 194, A. J. Wiles, engineer.

John Nichols, age 50, had his foot crushed by train 2d extra 35,



at Waverly, N. Y.; he stepped down from platform at station on track, and his foot was run over (did not see train coming); foot amputated. P. Ford, conductor; engine 448, E. Bolton, engineer.

Erie, October 27. John Koons, brakeman, age 23, had his hand badly bruised coupling coal dumps at Port Jervis, N. Y. Train extra 10; W. Manion, conductor; engine 264, J. Hagerty, engineer. (No bones broken.)

Erie, October 27. Hiram Harford, brakeman, age 26, injured in jumping from a car in train extra 10, and striking a donkey switch without a light, cutting him in the groin, at Port Jervis, N. Y. J. W. Whitmore, conductor; N. Dubois, engineer; engine 351.

H. L. and I. Co., October 30. Timothy Toomey, watchman, employed by Standard Oil Co., age 60, had his arm badly bruised, but no bones broken, at Weehawken, N. J., in attempting to pull a pin; his arm was caught between the bumpers. Engine 165; G. Baldwin, engineer.

Erie, October 30. Milton Hanners, brakeman, age 30, had his back bruised and shoulder blade broken, by falling from train extra 35, at Newburgh Junction, N. Y.; caused by brake-wheel coming off while he was setting a brake. J. Ramage, conductor; W. Johnson, engineer; engine 288.

Erie, October 31. Margaret Ready, passenger, age 21, had leg broken, in jumping from train 15 while in motion, as it was near Southport station. A. D. Thompson, conductor; C. N. Rogers, engineer; engine 103.

B., B. and P., October 31. William McLoury, brakeman, age 24, had five ribs broken, and bruised about body, by falling from log train, which ran off track in Nilton switch, on Bradford branch. F. Bowman, conductor; W. H. Storins, engineer; engine 120.

Erie, November 1. James C. Boak, yardmaster, age 49, had heel of left foot crushed at Elmira, N. Y., in attempting to step on foot-board of engine 178; he lost his hold and fell. Engine was handled by fireman, G. Peters.

B., N. Y. and E., November 5. William R. Campbell, brakeman, age 33, was killed at East Buffalo, N. Y.; he was uncoupling cars, when his foot getting caught in frog, he fell and was run over. Train 10; M. F. Hurd, conductor; W. Kimball, engineer; engine 495.

N. R. R. of N. J., November 8. James McCann, brakeman, age 28, had the end of his thumb broken off while coupling cars, in train 154, at Tyler Park, N. J. J. M. Snook, conductor; engine 355, J. Cassell, engineer.

Buffalo Branch, November 13. William C. Smith, brakeman, age 25, had his ankle badly sprained, near Nunda, N. Y., by his heel getting caught on Dump, in train 3d extra 39, as he was going from one dump to another, to set brake. E. M. Barber, conductor; C. Bruman, engineer; engine 437.

Erie, November 14. William H. Covart, brakeman, age 23, was killed near Guy-mard, N. Y., by falling between cars in train extra 35, while setting a brake, caused by brake-wheel coming off. O. M. Kimble, conductor; J. A. Wilkin, engineer; engine 296.

P. and R., November 14. Henry L. Beaumont, age about 40, by his foot catching in a hole in the platform of a coach in train 69, and the plank giving way, had his leg slightly injured, at Paterson, N. J. J. A. Cosse, conductor.

Erie, November 14. Emmet Walker, brakeman, age 26, had three fingers of his right hand jammed while coupling cars, in train 37, in Port Jervis yard, N. Y.; no bones broken. J. D. Brown, conductor; F. Thomas, engineer; engine 151.

Erie, November 14. Chauncey Pease, brakeman, age 34, had his right arm severely bruised, at Salamanca, N. Y., while coupling baggage car to coal dump; the bumpers of baggage car being higher than the dump; no bones broken. Train 37; M. S. Harris, conductor; J. Mills, engineer; engine 63.

Charles Simms, age 7, had his right foot injured, in attempt-  
extra 30, at Hornellsville, N. Y., while train was in motion, to  
ipped under wheel; one toe amputated. J. D. Horton, con-  
-engineer; engine 493.

ember 16. Charles Collins (colored), age 12, while standing  
Passaic, N. J., was struck by end of bumpers of engine No.  
broken; whistle was blown, and bell was ringing. Train 17;  
or; F. Eldridge, engineer.

Daniel Collier, switchman, age 45, had his left foot badly  
broken), by his foot getting caught between the rails, and run  
N. Y. Train 1st extra 43; W. Van Antwerp, conductor;  
rque, engineer.

Henry Loewe, age 30, had his foot crushed at Oxford, N. Y.;  
on Sunday special B., while in motion, to purchase a news-  
t went under wheels. J. Van Duzer, conductor; C. Leonard,

ember 20. Julius Hagans, passenger (colored), age 30, killed  
12 while in motion, at Passaic, N. J. D. Doremus, conductor;  
ine 326.

ember 21. Bernard McVey, switchman, age 30, while staking  
y City, N. J., was crushed between the bumper of the cars  
is used as a tender on engine 455, and killed. J. Cole,

George Mohair, brakeman, age 27, while breaking coal with  
ne 296, pick glanced off and struck him in the foot, fracturing  
foot; Chester, N. Y.; train extra 35. J. Ramage, conductor;

November 27. John Austin, switchman, age 35, had left arm  
ow, and back badly hurt, by being struck by engine 499, at  
F. Maynard, engineer.

November 27. Frank Mingons, brakeman, age 25, while  
on, N. Y., his foot getting caught in rails, he was thrown down  
one wheel of dump in train 34. J. D. Shults, conductor;  
engine 434.

Anson Prentis, conductor, age 38, while coupling cars at  
ght his foot between main and guard rails, and his right leg  
utated above knee. Train 4th extra 31; engine 433; J. Stick-

ember 1. Joseph Palys, age 40, in attempting to drive across  
Park, N. J., was struck by train 64 and thrown out of wagon,  
that it had to be amputated. H. P. Lupton, conductor;  
engine 217.

ember 3. William McBride, switchman, age 21, had first finger  
and crushed, coupling cars, at Bradford, Pa. A. H. Slatt,

r 4. Adam Douglas, tramp, age 40, while walking on track  
was struck by end of bumper of engine 389, of train 22, and  
were given. D. Cooper, conductor; S. A. Rork, engineer.

December 4. Willis Wright, switchman, age 29, had his left  
ng caught between bumper blocks while coupling cars, at  
Allen, engineer; engine 423. Arm was amputated close to



Erie, December 5. John D. Noland, brakeman, age 26, had his hand badly pinched while coupling cars in train 5th extra 36, at Hornellsville, N. Y. F. J. Abbott, conductor; engine 166; J. Dexter, engineer.

Erie, December 7. William Lewis, age 11, in attempting to get on caboose of train extra 35, at Turners, N. Y., while in motion, he fell, and both feet were run over by caboose; but having a pair of heavy boots on, his injuries are nothing but flesh wounds, no bones being broken. J. P. Walker, conductor; G. Conklin, engineer; engine 276.

P. and H. R., December 8. Dennis Murphy, switchman, age 25, ends of two fingers crushed while uncoupling cars at Jersey City, N. J. W. Calhoun, engineer; engine 425.

P. and R., December 8. Joseph Damaas, age 15, while standing close to a passing train at Paterson, N. J., a projecting bolt or nut caught in his clothing and threw him down, so that his heel was run over and bruised; no bones broken.

Erie, December 10. John Henley, track laborer, age 51, had his foot badly hurt by rail slipping from his hand and falling upon his foot, in yard at Port Jervis, N. Y.

Erie, December 10. John Burke, age 20, and John Reardon, age 19, tramps, killed near Dunkirk, N. Y.; were stealing a ride in a coal dump in train 14, in company with three other tramps, the bottom of dump falling through, and Burke and Reardon fell on track, and were run over. J. McGuire, conductor; J. Dickinson, engineer; engine 128.

Erie, December 11. Aaron J. Hornbeck, conductor, age 29, had his left hand badly injured, but no bones broken, while coupling cars in Port Jervis, N. Y. Train 2d extra 43; J. Canfield, engineer; engine 177.

P. and R., December 12. Albert S. Lee, brakeman, age 24, wrist sprained by being thrown from top of train extra 35 at Paterson, N. J., caused by dog of brake slipping. E. O. Harding, conductor; B. Hogan, engineer; engine 333.

Erie, December 12. John Brewster, flagman, age 36, had his left arm crushed while coupling cars in train 10 at Port Jervis, N. Y.; arm was amputated. S. Sharp, conductor; J. Omer, engineer; engine 32.

Erie, December 13. Patrick Brody, age 21, in attempting to get on coal train while in motion, to steal a ride, fell and bruised his side, near Big Flats, N. Y.

B., N. Y. and E., December 14. Joseph Draper, switchman, age 25, had two fingers of left hand crushed, coupling cars at Buffalo, N. Y.; one finger amputated. A. J. Allen, engineer; engine 423.

S. B. and E. J., December 14. Sophia Drexel, age 77, was instantly killed by train 12 while walking on track; she stepped off, but not far enough, and paid no attention to signals given, near Tonawanda, N. Y. J. H. Wilson, conductor; F. W. Eastman, engineer; engine 66.

Erie, December 16. Israel C. Davenport, age 65, killed at Port Jervis, N. Y., by wild-cat train west; he was walking outside of west-bound track, and when engine was within 10 feet of him, he stepped on track, too late for engineer to do anything to avoid striking him. T. G. Eaton, conductor; D. Everett, engineer; engine 273.

B., B. and P., December 16. Volney Osterhout, age 21, had his left hand badly smashed, coupling cars at Bradford, Pa.; he was not an employe, and had no business to make the coupling. W. Clark, engineer; engine 77.

P. and H. R., December 18. Sylvester S. Corwin, brakeman, age 35, slightly bruised about head and shoulders by falling from top of car in train extra 36, at Lake View, N. J. J. D. Decker, conductor; D. Ross, engineer; engine 273.

Jefferson Branch, December 18. James Gilbride, track laborer, age 19, was badly hurt about body, several ribs being broken, by being caught between a car

box car, in attempting to get on train 38, near Forest City, N. Y.; R. Holloran, engineer; engine 267.

December 18. John Simons, engineer, age 46; Frederick Wurl, brakeman, age 34, had feet and ankles crushed by engine 473, in collision between trains 39 and 4th extra 43, near Buffalo, N. Y. Train 4th extra 43; S. W. Bunce, conductor; engine 510; train 39; M. F. Hurd, conductor; J. Simons, engineer.

December 18. Frederick Diehl, fireman, age 38, had his left arm and hand cut by falling from engine 75, at East Buffalo, N. Y.

December 18. Joseph Roth, switchman, age 28, had his left arm cut by setting a brake at Buffalo, N. Y. J. Glasby, engineer; engine 42.

December 19. John Kelly, brakeman, age 21, had his right arm crushed by engine 205 to a coal dump, at Washingtonville, N. Y. Train 39; J. Allen, engineer.

December 19. John Davin, brakeman, age 27, had first and second hands badly bruised, but no bones broken, coupling cars, at Buffalo, N. Y. Train 39; C. K. Cross, conductor; W. W. Farnum, engineer; engine 42.

Joshua De Witt, laborer, age 58, while engaged in taking up ties at Eddy, Pa., fell a distance of 25 feet, breaking his left leg.

James M. Mosher, brakeman, age 22, had his left hand badly crushed, at Carrollton, N. Y.; hand amputated above the wrist. Train 39; G. Tibbetts, engineer; engine 42.

George Gaylord, age 44, was found dead on track at Magee's station, N. Y.

December 24. John Castleton, switchman, age 28, had his left arm crushed between bumpers, while coupling cars, at Bradford, Pa. Train 39; engine 144.

George Whitney, brakeman, age 19, had his back bruised; set up brake on coal dump, when stick broke, allowing him to fall. Train 39; N. Y. Train extra 36; T. F. Clay, conductor; A. McClure, engineer.

December 25. Lawrence King, passenger, age 22, was killed in a collision, at Castile, N. Y., and falling under train; was intoxicated. Train 39; G. W. Smith, engineer; engine 483.

December 26. Daniel Cotter, switchman, age 30, two fingers crushed between bumpers, while coupling cars, at Jersey City, N. J. W. Correll, engineer.

James A. Smith, brakeman, age 24, was fatally injured at his foot getting caught in guard rail, and being knocked down by train 39, at Castile, N. Y., and falling under train; was intoxicated. He died January 1, 1878. Train 8th extra coal 2; W. H. Cole, engineer; engine 372.

December 27. Cyrus E. Bennett, age 12, had his right hand crushed, by being thrown under cars; he was standing on a car when it threw him off, at Avon, N. Y.; no bones broken. Train 34; J. Leahy, engineer; engine 434.

Lewis N. Bird, brakeman, age 40, had his wrist and shoulder crushed by train extra 36, near Howells, N. Y. M. J. Hedges, conductor; engine 274.



Erie, December 29. Martin Young, brakeman, age 24, received a scalp wound by his head getting caught between board that holds the dog and ratchet of brake and end of next car, at Binghamton, N. Y. Train extra 31; J. W. Osborne, conductor; F. Gartside, engineer; engine 156.

Erie, December 31. William A. Roloson, brakeman, age 23, was fatally injured by losing his balance and falling between cars, in train extra 35, at Suffern, N. Y.; he was taken to hospital at Paterson, N. J., where he died January 9, 1878. J. W. Whitmore, conductor; A. McClure, engineer; engine 303.

1878.

B., N. Y. and E., January 1. Henry Akhurst, brakeman, age 31, had two fingers of his right hand crushed coupling cars, at East Buffalo, N. Y. Train 1st extra 34; E. P. Chapman, conductor; W. Pettibone, engineer; engine 501.

Erie, January 2. James Bateman, brakeman, age 21, while running alongside of train towards caboose, to light his lantern, which had gone out, fell through bridge near Oxford, N. Y., breaking his arm. Train extra 36; H. W. Read, conductor; J. Wood, engineer; engine 342.

Erie, January 2. Isaac Carley, brakeman, age 37, had his right hand badly jammed coupling cars, at Carrollton, N. Y.; thumb was amputated. Train 37; O. W. Barker, conductor; G. Moore, engineer; engine 126.

Erie, January 5. Michael Murphy, track laborer, age 62, was killed in yard at Port Jervis, N. Y.; he was taking snow and ice from frog, when he was struck by car attached to engine 133. J. B. Vail, engineer.

Buffalo Branch, January 6. Patrick Culling, brakeman, age 30, was killed by falling on track and run over, caused by tender and engine separating, at Garwoods, N. Y. Train 1st extra 43; M. Leahy, engineer; H. S. Chapman, conductor; engine 494.

P. and H. R., January 7. John Healy, laborer (company's), age 34, had two toes crushed by letting a rudder fall on his foot which he, with other laborers, was moving on Pier 9, Jersey City, N. J.

H. L. and I. Co., January 8. William McDonald, brakeman, age 22, was killed near Weehawken, N. J.; was coupling cars and getting his foot caught, fell and was run over. Engine 227; T. Singler, engineer.

B., N. Y. and E., January 14. Michael Kelly, switchman, age 28, had three of his fingers injured coupling cars, at Buffalo, N. Y.; he will lose one finger. G. Jack, engineer; engine 99.

Erie, January 16. Fred. Mensitt, brakeman, age 25, had his right leg badly bruised by falling from train 3d extra 33, at Port Jervis, N. Y.; no bones broken. G. W. Dowe, conductor; F. Roberts, engineer; engine 183.

Erie, January 17. Eugene Clapper, switchman, age 26, had his left foot slightly injured, at Binghamton, N. Y.; he was standing on foot-board of engine 220, when he fell and his clothes getting caught on step he was dragged along on ground. J. B. Salmon, engineer.

Erie, January 18. Frank Barkley, brakeman, age 22, was thrown from top of train extra 10, at Otisville, N. Y., by brake chain breaking; he received scalp wound, sprained ankle, and slight bruises on body. O. M. Kimble, conductor; J. Lisle, engineer; engine 349.

Erie, January 19. Dennis O'Connor, age 55, was killed by wild-cat east, near Pond Eddy, Pa.; he was walking on track on a curve, and engineer could see but a short distance. M. Blake, conductor; A. Wiegand, engineer; engine 124.

Erie, January 20. Mrs. Catherine Kennedy, age 62, was struck by pusher engine 259, while crossing track, and her shoulder blade was fractured, at Lanesboro, Pa.; engine bell was ringing. J. Buckley, engineer.

James McKerran, brakeman, age 21, had his hand bruised at Jarvis, N. Y. Train extra 10; L. De Gabrielle, conductor; engine 290.

January 22. James McCann, brakeman, age 22, had his leg badly bruised, by falling in getting down to pull the pin, near 17; J. M. Snook, conductor; J. Cassell, engineer; engine 355.

January 22. John Larkins, switchman, age 30, had his left arm at East Buffalo, N. Y.; no bones broken. A. Bieser, engineer;

Elvin McCormick, brakeman, age 23, had his left hip slightly struck by engine 469, in yard at Waverly, N. Y.; he was walking the train 43 approaching. R. S. Tucker, conductor; M. Skill-

Edward Johnson, brakeman, age 22, was slightly bruised by car in train extra 10, near Hampton, N. Y. W. H. Shearer, engineer; engine 304.

Timothy Hartnett, brakeman, age 21, had his left hand bruised while coupling cars at Great Valley, N. Y. Train 36; A. J. Kills, engineer; engine 42.

January 24. Michael Donahue, switchman, age 32, had thumb while coupling cars at Buffalo, N. Y. A. Bieser, engineer;

January 26. Thomas Kane, brakeman, age 45, had his hand badly at Weehawken, N. J. C. H. McGilray, engineer; engine 152.

Patrick Holloran, switchman, age 20, had one finger crushed at Hillsville, N. Y.; finger amputated. A. Ford, engineer; engine

George Wilkes, age 43, was found dead on track near South-

January 28. Horace F. Bishop, brakeman, age 24, had his head crushed, coupling cars at Alden, N. Y.; no bones broken. Wild Chapman, conductor; J. Glinn, engineer; engine 488.

January 29. Matthew B. Gillespie, conductor, age 48, was killed while standing between the east and west-bound tracks, but so of engine 385 struck him. Train 41; J. M. Van Inwegen, son, engineer.

January 29. Frank J. Weisert, brakeman, age 22, had one finger crushed, coupling cars, at Blooms, N. Y. Train 37; A. S. Alexander, engineer; engine —.

William Staples, passenger, age 50, had two ribs broken, by falling while in motion, at Corning, N. Y.; was under the influence of alcohol. Conductor; T. De Witt, engineer; engine 453.

January 1. James Connors, age 20, was found dead on track near Jersey City, N. J.

Alfred Horton, farmer, age 62, was struck and thrown out of his car, in attempting to drive across track in front of engine 1, N. Y., while intoxicated. W. K. Martin, engineer. Died at 11 P. M. J. W. Robinson, of Hornellsville, who attended him, says he died of inflammatory action affecting the bladder and peritoneum, in a debauched condition.

George Norton, brakeman, age 30, was quite badly pinched in the dump to a Lehigh Valley dump, at Rathboneville, N. Y.;



no bones broken. Train 38; E. M. Le Munyan, conductor; T. Lynch, engineer; engine 394.

Erie, February 5. Thomas B. Holmes, conductor, age 37, was badly bruised about body, by being caught between bumpers, at Hornellsville, N. Y. Train 27; H. Allen, engineer; engine 48.

B., N. Y. and E., February 5. Patrick Davis, switchman, age 24, had two fingers of his right hand crushed coupling cars at Buffalo, N. Y.; fingers amputated at first joint. J. Smith, engineer; engine 78.

P. and H. R., February 6. Charles E. Weiss, brakeman, age 26, had his right foot badly bruised at Bergen, N. J., by getting his foot caught in a frog, and flange of wheel running over it, while coupling cars in train extra 10; M. Jordan, conductor; J. H. Woods, engineer; engine 287.

B., N. Y. and E., February 6. Frank McNamara, switchman, age 22, had two fingers of his left hand crushed, coupling cars, at Buffalo, N. Y.; fingers amputated. G. Bertel, engineer; engine 98.

H., L. and I. Co., February 7. Thomas Kane, Jr., switchman, age 30, had ends of two fingers crushed, while coupling cars, at Weehawken, N. J.; caused by his having gloves on and getting them wet, and there being frost on the iron of the draw-heads; cars were being let down from D. and H. Co. Dock. No engine.

Erie, February 8. Samuel McCarrick, flagman, age 30, had one leg run over, just above ankle, at Greenwood, N. Y.; he was getting off train to flag, and car being slippery, he fell; leg was amputated. Train extra 10; D. King, conductor; J. Foster, engineer; engine 482.

Honesdale Branch, February 8. Lewis Broughton, brakeman, age 26, had third finger of his left hand badly jammed, coupling cars at Honesdale, Pa.; finger amputated. Train 40; G. D. Corwin, conductor; F. Orce, engineer; engine 64.

Erie, February 8. Hiram Layton, brakeman, age 23, had one finger of his right hand jammed, while coupling cars at Olean, N. Y. Train 37; O. W. Barker, conductor; A. N. Judd, engineer; engine 91.

Erie, February 8. Charles N. Allen, engineer, age 39, was slightly injured about head and face, by slipping and falling while climbing over tank of engine back to cab, after extinguishing a fire which was discovered in baggage car, near Phillipsville, N. Y. Train 1; G. B. Wright, conductor; engine 223.

E. I. B., February 11. John Wagner, switchman, age 23, had his arm badly bruised, by getting his arm caught between the dead-woods, while coupling cars, at Black Rock, N. Y.; no bones broken. F. Maynard, engineer; engine 499.

Erie, February 12. Owen Loftus, flagman, age 24, had two fingers of his right hand crushed, coupling cars, at Deposit, N. Y.; fingers amputated. Train extra 36; P. Hogan, conductor; F. M. Cobb, engineer; engine 364.

Erie, February 12. William Wagner, fireman, age 22, was injured about back, by falling from tender of engine 155, in attempting to pull down spout of tank, to take water, at Andover, N. Y. Train 2d extra 35; H. C. Brown, conductor; H. H. Marston, engineer; engine 155.

N. R. R. of N. J., February 13. John Kalkotskie, age 25, was bruised about body, by being thrown from wagon; he was struck in attempting to drive across track in front of train 149, at Homestead, N. J.; proper signals were given. A. J. Kittle, conductor; J. P. Sullivan, engineer; engine 206.

Erie, February 13. Cornelius J. Collins, brakeman, age 38, had two fingers of his right hand badly pinched, coupling cars, at Elmira, N. Y.; amputated one finger at first joint. Train extra 32; T. A. Dodd, conductor; W. C. Thurston, engineer; engine 244.

P. and H. R., February 16. William W. Oliver, night yardmaster, at Bergen,

left arm badly bruised, coupling cars, at Bergen, N. J., in  
y, conductor; L. N. Clark, engineer; engine 354.

Michael Donely, brakeman, age 36, was bruised about head,  
while setting a brake near Summit, N. Y. A. Slade, con-  
gineer; engine 318.

January 20. Jerry McCarthy, switchman, age 38, had his right  
g cars, at Bradford, Pa. J. Hamilton, engineer; engine 144.

Michael Mooney, brakeman, age 45, had his ankle sprained,  
n top of caboose, while taking in bell rope, near Waverly,  
ck of train coming together. Train 6th extra 10, D. Haire,  
kney, engineer; engine 433.

January 23. George Willmeyer, age 12, was killed at Secaucus,  
k by train 9; he was picking up coal on track; it being very  
gineer could see but a short distance, but sounded whistle as  
W. M. Russell, conductor; B. Hafner, engineer; engine 313.

Charles Palmater, age 55, had his leg injured, and one fin-  
oken, by being struck by train 1, at Deposit, N. Y.; he was  
king at a Wild Cat train passing, and did not see the approach  
was sounded. W. J. Van Wormer, conductor; C. Mygatt,

February 23. Edward T. Smith, brakeman, age 28, had his left  
g from train, while setting a brake, at Summit, N. Y. Wild  
conductor; A. Carlton, engineer; engine 467.

February 23. Cook Knickerbocker, age about 25, was instantly  
k by train 12, half-mile west of Wallace, N. Y. He saw the  
trying to see how long he could remain on track before train  
Brown, conductor; V. Rogers, engineer; engine 403.

Erastus Fitch, age 70, was struck and slightly bruised, by  
at Southport, N. Y.; he was walking on track, and stepped  
nd track; whistle was sounded, but being deaf he did not hear  
uctor; J. W. Babcock, engineer; engine 51.

February 24. Louis Saudal, age 20, had his right arm broken,  
aised, by being struck by Wild Cat train (west), when near  
was catching a ride on train 12, and jumped off just before it  
; bell was ringing, and whistle was sounded. A. Showerman,  
engineer; engine 493.

Charles Norton, brakeman, age 25, had one finger of right  
g cars to engine, at Canisteo, N. Y.; finger amputated at first  
M. Le Munyan, conductor; T. Lynch, engineer; engine 394.

Charles M. Smith, brakeman, age 21, had his right foot caught  
g cars, and quite severely bruised, at Carrolton, N. Y. Train  
ductor; C. Sanborn, engineer; engine 13.

William Drake, conductor, age 26, was quite severely pinched  
g caught between bumpers, while coupling engine to car, at  
ain 34; H. Allen, engineer; engine 48.

George E. Space, brakeman, age 25, had both legs crushed by  
and was run over, at Deposit, N. Y.; he was climbing ladder,  
footing and fell; both legs were amputated—the right just  
left at the ankle. P. Jeffries, conductor; H. Green, engineer;

Henry Schilling, age 40, was killed about one mile west of  
Newark branch); he was walking on track, and paid no atten-



tion to signals given. Train 121; C. H. Ward, conductor; D. S. Kenyon, engineer; engine 286.

P. and H. R., March 1. Peter Henderson, age 58, had one foot run over, by being struck and knocked down by engine 415, on Pavonia avenue crossing, Jersey City, N. J.; leg was amputated. Engine handled by fireman E. Robinson.

Erie, March 4. Henry Mears, tramp, age 30, was fatally injured by being run over by engine 58, while walking on track near Port Jervis, N. Y.; he paid no attention to signals given. Engine was handled by fireman W. H. Knox; died March 6, 1878.

B., N. Y. and E., March 4. Thompson S. White, machinist (employed by company), age 40, had his right hand injured while handling engine 400 drivers in shop at Buffalo, N. Y.; one finger amputated.

Erie, March 5. James Gunn, switchman, age 35, had first finger broken off, thumb broken, and hand badly smashed, while coupling cars at Hornellsville, N. Y. E. Rose, engineer; engine 447.

R. and G. V., March 6. Daniel Perue (colored), passenger, age 30, had his left arm broken, and otherwise bruised, by falling from train 30, while intoxicated, at Fair Ground, N. Y. J. Barrows, conductor; G. Sargeant, engineer; engine 243.

P. and H. R., March 7. William Goodman, age 40, was found dead on track at Paterson, N. J.

Erie, March 8. William F. Briggs, brakeman, age 28, had his right hand badly pinched, while coupling cars, at Binghamton, N. Y.; no bones broken. Train 38; E. W. Muzzy, conductor; E. Haskins, engineer; engine 430.

P. and H. R., March 9. Joseph S. Green, brakeman, age 28, had his hand severely bruised, coupling cars, at Jersey City, N. J.; no bones broken. Train 49; L. Lake, conductor; D. Wilson, engineer; engine 387.

Erie, March 10. David Cowdrey, conductor, age 35, had his left hand jammed, coupling cars in train 2d extra 30, at Genesee, N. Y. D. Harty, engineer; engine 22.

Erie, March 12. Edward Kelly, age 24, had big toe on left foot crushed (no bones broken), in attempting to get on Wild Cat train west, while intoxicated, at Union, N. Y. C. B. Galatian, conductor; P. Young, engineer; engine 163.

P. and R., March 14. Martha Adams (child), age 2, was fatally injured at Paterson, N. J., by being struck by train 36. She was standing near the track, and when engine of train was but short distance, she started to run and ran directly in front of train; died same day. E. R. Dunn, conductor; S. L. Hoitt, engineer; engine 333.

Erie, March 15. James E. Arnold, brakeman, age 25, was slightly bruised about his back at Hornellsville, N. Y.; he was thrown from top of car, striking on his back. Train 3d extra 31; W. S. Green, conductor; E. Bryant, engineer; engine 460.

Erie, March 16. John T. Monroe, employed in car-shop at Elmira, N. Y., age 21, had his foot severely pinched (no bones broken) by getting caught between bumper and drawhead while climbing over between two freight cars in train 43, at Elmira, N. Y. N. A. Newton, conductor; C. Jurish, engineer; engine 470.

Erie, March 20. Henry J. Garey, brakeman, age 26, had his left leg run over; no bones broken, but a bad flesh wound; also two fingers of left hand badly bruised by falling from car in train 4th extra 31, at Addison, N. Y.; W. S. Green, conductor; A. Forbes, engineer; engine 462.

B., B. and P., March 21. John S. Barnes, conductor, age 32, had three fingers of left hand jammed, coupling cars at Carrollton, N. Y. Wild Cat train (B., B. and P. Branch); A. H. Slatt, engineer; engine 73.

B., N. Y. and E., March 21. John Yeager, carpenter (company's), age 33, had little finger of left hand badly bruised while grinding a chisel in shop at Buffalo, N. Y.

Erie, March 22. Edward Winn, age 19, was found dead on track near Oxford, N. Y.

March 22. Charles H. Gardner, brakeman, age 30, was killed by a falling body; in attempting to pull the pin, he was caught, caused fracture of the right arm; died at Buffalo, N. Y. Wild Cat train; G. H. Davis, conductor; M. Callahan, F. H. Maynard, and M. G. Burton, engineers. Marvin S. Lewis, brakeman, age 21, had one finger crushed and lost by getting caught between the drawheads while coupling cars; finger amputated. Train extra 10; E. M. Stewart, conductor; engine 297.

March 22. Ezra P. Kinney, brakeman, age 37, had three fingers of left hand crushed while coupling cars at Addison, N. Y.; two fingers amputated. Train 394; J. H. Lynch, engineer; engine 394.

March 23. Frederick Breetz, Jr., age 11, was killed between cars at Buffalo, N. Y.; he was picking up coal on track, and, in attempting to clear train which was approaching. Train 37; O. A. James, engineer; engine 181.

March 23. John Rooney, age 35, was bruised about head and back, and fractured ribs, while walking on track near Middletown, N. Y.; he was walking on track and did not see train on account of smoke from train on other track.

March 23. J. R. Dunn, conductor; R. F. Compton, engineer; engine 333.

March 26. George Ellingham, age 13, had one leg badly injured while climbing on a train of empty coal dumps while in motion; fell, fracturing the leg; leg amputated. Wild Cat train; G. Dorr, engineer; engine 340.

March 26. George Pool, age about 35, was slightly bruised by being struck by a car at Paterson, N. J.; he had come from Newark to take this train. Train 384; S. Hammond, engineer; engine 384.

March 27. Emma Buttermann, age 10, was fatally injured at Lehigh Branch; she was under cars, picking up coal, and was run over; she was taken to St. Mary's Hospital, where she died next a. m. T. Singler, engineer; engine 227.

March 27. Louis Weber, truck repairer, age 32, had his right arm injured while tearing down an old car at shop, Buffalo, N. Y.; first

March 27. James H. Crandell, age 24, had his left foot crushed in attempting to couple cars; he fell and was run over at Summit, N. Y.; foot fractured. Train 33; C. Gilmore, engineer; engine 367.

March 27. William Hayes, brakeman, age 27, had ankle of his left foot dislocated while on top of car in train 2d extra 10, at Elmira, N. Y.; he was struck by a car, chain broke, allowing him to fall. B. F. Collins, conductor; engine 438.

March 27. George Parker, brakeman, age 21, was fatally injured while coupling cars at De Golia, Pa. Train 15; G. W. Hardenberg, engineer; engine 8.

March 27. Charles Hobbs, switchman, age 24, had his right hand injured while coupling cars at Hornellsville, N. Y.; two fingers amputated. Train 48; N. Tittsworth, conductor; engine 357.

March 27. Simeon D. Rogers, brakeman, age 35, had his right arm injured while coupling cars at De Golia, Pa. Train 15; G. W. Hardenberg, engineer; engine 8.

March 27. Charles Hobbs, switchman, age 24, had his right hand injured while coupling cars at Hornellsville, N. Y.; two fingers amputated. Train 48; N. Tittsworth, conductor; engine 357.

March 27. Michael Hart, laborer (company's), age 25, had left hand injured while moving a barge; he was passing a barge at Jersey City, N. J., while moving a barge; he was passing



the line around a pile, when his hand was caught between barge and pile, and injured.

Erie, April 4. Levi Mecbeau, age 28, had his left leg run over; in attempting to get on car in train 2d extra 43, to steal a ride, he slipped and fell at Carrollton, N. Y. W. Reynolds, conductor; H. W. Allen, engineer; engine 49.

P. and H. R., April 5. John Shaw, tramp, age unknown, had arm run over and crushed, at Jersey City, N. J.; he attempted to get into cars being switched, fell with arm across track. T. Brierton, engineer; engine 421.

B., B. and P., April 5. Arthur Neil, age 60, had three toes on right foot crushed, near Kendall, Pa., by being struck and run over by a flat car in a switching train; he was walking on track. J. H. Clark, engineer; engine 188.

Erie, April 7. Barney H. Ryan, switchman, age 28, had his right hand injured while coupling cars, at Hornellsville, N. Y.; first finger amputated. C. Hall, engineer; engine 137.

Erie, April 10. Jas. E. Bishop, brakeman, age 24, had two fingers badly jammed, while coupling cars, in train 3d extra 35, at Elmira, N. Y. T. A. Dodd, conductor; O. W. Moon, engineer; engine 431.

Erie, April 11. Patrick Flanagan, age 13, was instantly killed in attempting to jump from train extra 10, while in motion, fell and was run over, near Port Jervis, N. Y.; he was stealing a ride. J. Roloson, conductor; J. Van Dyke, engineer; engine 10.

P. and H. R., April 16. Patrick Connell, laborer (company's), age 45, had his foot crushed and bruised, by a piece of timber falling on his foot which he was helping to unload from car, at Jersey City, N. J.; caused by him holding on to it when told to let go.

Erie, April 18. Lizzie Simpson, tramp, age about 35, was killed while walking on track, two miles west of Goshen, N. Y.; she stepped from west to east-bound track, to get out of way of train going west, directly in front of train 6, before engineer could give any signals. R. M. Seymour, conductor; D. Wilson, engineer; engine 387.

Erie, April 20. Charles Drake, age 30, had second toe of his right foot injured, in attempting to get on engine 38, in Port Jervis yard, N. Y., while intoxicated; engine was in charge of hostler, J. Shermerhorn.

B., N. Y. and E., April 22. Margaret O'Neil, age about 50, was struck by train 12, and bruised about back, hips, and head, in attempting to cross track in front of train, at Buffalo, N. Y., in spite of warnings of the flagman. W. J. Jackman, conductor; F. W. Eastman, engineer; engine 66.

Jefferson Branch, April 28. John M. Prime, bridge carpenter, age 48, had three of his ribs fractured, by falling through trestle of bridge No. 1, on Jefferson Branch, near Brandt's, Pa.

P. and R., April 29. Henry Forrest, brakeman, age 27, was killed, by falling from train 10, near Hohokus, N. J. P. Whittaker, conductor; H. Williamson, engineer; engine 58.

Erie, April 29. Edward Montgomery, brakeman, age 40, was severely squeezed, near Cameron Mills, N. Y.; he was standing on forward end of car in train 38, when car struck a plank, which was across track, plank swung around, striking brakeman, knocking him off and falling on him, and wheel ran over end of plank, with this man under it. Train 38; E. M. Le Munyan, conductor; T. Lynch, engineer; engine 394.

P. and H. R., April 30. Stephen Leonard, age 13, was killed, on Henderson street crossing, Jersey City, N. J., in attempting to cross track in front of N. R. R. train 139; he ran directly in front of train. A. J. Kibble, conductor; J. H. Demarest, engineer; engine 3.

and L. Rice, fireman, age 26, in attempting to get on to engine 8, off turn-table, he slipped, and his left foot was crushed, at which time it was amputated. W. Gray, engineer.

May 5. George Hines, age about 50, was struck by train 12, breaking his left arm and bruising him about head; he was walking and stepping off when engine struck him; proper signals were not given. Conductor; C. R. Willor, engineer; engine 131.

Erick Daniels, age 11, in attempting to jump on Wild Cat west, was missed his hold, fell under wheels, and right leg was run over; he was killed. S. McKay, conductor; J. Stickney, engineer; engine 433.

W. Wiesmore, brakeman, age 35, had first finger of right hand crushed, at Carrollton, N. Y.; finger amputated at second joint. Wild Cat, conductor; D. Harty, engineer; engine 22.

Coon, brakeman, age 30, was severely injured about body, being struck in chest, at Dayton, N. Y.; was poling out cars, at which time he was killed. G. Moore, engineer; engine 126.

Wood, engineer, age 39, had his right leg broken above the knee, from his engine, 84, of train extra 10, when it left track, near which time it was crushed by a piece of rail being placed in end of each switch rail. Conductor.

Burk, laborer (company's), age 45, broke knee-cap of left leg, at Port Jervis, N. Y.

Truman, passenger, age about 22, was found on track at Piquette, Pa., with arm broken, and other bruises; said to be intoxicated, on May 10th, while intoxicated.

Stevens, brakeman, age 37, had his left hand crushed, at Port Jervis, N. Y. Train 2d extra 10; A. Goss, conductor; A. J. Goss, engineer; engine 450.

May 15. Frank R. Cooper, extra conductor, age 26, had one leg crushed, while coupling engine 95 to cars, at Sparkill, N. Y.; he was killed. A. T. Sarvent, engineer.

Alexander Biggart, age 50, was struck and killed by train 12, while he was walking beside track, and when train was short distance from track, her attention being called to a freight train passing in the opposite direction. Proper signals were given. G. H. Brown, conductor; H. S. Brown, engineer; engine 101.

Oree, brakeman, age 21, had thumb of left hand crushed, at Port Jervis, N. Y.; amputated at first joint; train 2d extra 35. B. Oree, conductor; Outwater, engineer; engine 65.

May 17. George Kumro, laborer (not company's), age 35, had his head between the bumpers and badly bruised, in attempting to pull a car which was pushed against them (cars were moved by hand); was killed. Gondolas from a barge, at Buffalo, N. Y.

May 22. William H. Jones, farmer, age 61, was found dead in a car, at Port Jervis, N. Y.

D. Rickert, tramp, age about 18, had fingers of his left hand crushed, but no bones broken; he was stealing a ride, and in getting off the car, he was caught between the bumpers, at Port Jervis, N. Y. Train extra 10; M. Dean, engineer; engine 271.

May 24. Charles Osborne, switchman, age 26, had first finger of right hand crushed, at Buffalo, N. Y.; finger amputated. H. Hack-  
ack, engineer; engine 78.



B., N. Y. and E., May 26. George Burke, switchman, age 22, was instantly killed, at Buffalo, N. Y., in attempting to get on work train while in motion ; he was swung around under the wheels, and run over. O. P. Wolcott, head switchman, acting as conductor ; engine 114, William Vance, fireman in charge.

Erie, May 27. Del Ray Haner, laborer (company's), age 26, had his right hand crushed, coupling cars at freight house, at Binghamton, N. Y. ; two fingers amputated ; cars moved by hand.

Buffalo Branch, May 28. Lewis C. Stuby, brakeman, age 24, was severely bruised about head, by falling, in getting off with flag, two miles west of Linden, N. Y. Train 9 ; J. O. Prescott, conductor ; J. R. Ogden, engineer ; engine 427.

Erie, May 31. Frederick Schaffenberg, laborer (company's), age 40, jumped from train 19, near station at Pond Eddy, Pa., and broke his collar bone. J. D. Bodle, conductor ; C. Hulsizer, engineer ; engine 378.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) H. J. JEWETT, *Receiver, etc*  
E. S. BOWEN, *Gen. Superintendent.*

(No. 63.)

ERIE INTERNATIONAL.

STATE OF NEW YORK, }  
New York City and County, } ss.:

CHARLES G. BARBER, Treasurer of the Erie International Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. G. BARBER.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

EDSON D. HAMMOND, 43,  
*Notary Public, New York County.*

STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00

The road has been and is now operated as a branch line of the Erie Railway, connecting with the International Bridge, across the Niagara River. For a particular account of the operation thereof, the expenditures connected therewith, and the accidents occurring thereon, reference must be had to the reports, embracing the current fiscal year, made by the receiver of the Erie Railway Company, and by the New York, Lake Erie and Western Railroad Company.

## COST OF ROAD AND EQUIPMENT.

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\$282,516 55

## CHARACTERISTICS OF ROAD.

.....	4.25 miles.
State.....	4.25 "
.....	4.25 "
this State.....	4.25 "
k, including sidings.....	2.11 "
rd, on main track .....	68 lbs.
f road from a point on the Suspension Bridge	
road to the International Bridge .....	4.25 miles.

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## EARNINGS, CASH RECEIPTS AND PAYMENTS.\*

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	New York City.
LOW.....	New York City.
AND .....	New York City.
.....	New York City.
.....	New York City.
CK.....	New York City.
UGH.....	New York City.
.....	Long Island City, N. Y.
.....	Elizabeth, N. J.
.....	Buffalo, N. Y.
.....	Buffalo, N. Y.
.....	Elmira, N. Y.

ETT..... President, New York City.

t..... Treasurer, New York City.

NOUGH..... Secretary, New York City.

tended for this company should be addressed, A. R. Mac-  
87 West street, New York City.

has caused the foregoing statements to be prepared by the  
agents of this company, from the books and papers, and has  
as practicable, and believes them to be correct.

(Signed) C. G. BARBER.

ck, Lake Erie and Western Railroad Company own this road. Its earn-  
merged in those of the main line.

*State Engineer and Surveyor.*



(No. 64.)

## ERIE AND GENESEE VALLEY.

STATE OF NEW YORK, }  
*Livingston County,* } ss.:

ANTHONY T. WOOD, Secretary and Treasurer of the Erie and Genesee Valley Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ANTHONY T. WOOD.

Subscribed and sworn to before me, }  
 this 2d day of December, 1878. }

LUTHER GRANT,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$500,000 00
Amount of stock subscribed .....	151,800 00
Amount paid in, as by last report .....	144,900 00
Total amount now paid in of capital stock .....	144,900 00
Funded debt, as by last report .....	120,000 00
The amount now of funded debt .....	120,000 00
Total amount now of funded and floating debt .....	120,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment .....	\$191,302 00	\$191,302 00

This road is leased to the Erie Railroad Company.

## CHARACTERISTICS OF ROAD.

Length of road .....	21 miles.
Length of road in this State .....	21 "
Length of road laid .....	12.25 "
Length of road laid in this State .....	12.25 "
Weight of rail, per yard, on main track .....	56 pounds.
Length of main line of road from Mount Morris to Burns .....	21 miles.

RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	Dansville, Livingston Co., N. Y.
.....	West Sparta, Livingston Co., N. Y.
.....	Groveland, Livingston Co., N. Y.
.....	Groveland, Livingston Co., N. Y.
.....	West Sparta, Livingston Co., N. Y.
.....	President.
.....	Treasurer and Secretary.

..... should for this company should be addressed, Dansville, Liv-

..... caused the foregoing statements to be prepared by the  
..... of this company, from the books and records, and has  
..... practicable, and believes them to be correct.

(Signed) ANTHONY T. WOOD, *Treasurer.*

(No. 65.)

FISHKILL AND NEWBURGH.

K, } ss. :

..... dent of the Fishkill and Newburgh Railroad Company, being  
..... , that the statements in the annexed report, which has been  
..... and thereof, are true and correct, according to the best of his  
..... and belief.

(Signed) GRINNELL BURT.

..... before me, }  
..... ber, 1878. }

NATH. R. BRADNER,

*Notary Public.*

STOCK AND DEBTS.

..... rter.....	\$5,000,000 00
..... bed.....	10,000 00
..... st report.....	1,000 00
..... n of capital stock.....	1,000 00



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Engineering and general expenses .....	\$673 50	\$673 50

## CHARACTERISTICS OF ROAD.

Length of main line of road from Fishkill to Newburgh.....	10 miles.
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

HENRY G. STEBBINS .....	New York.
LEVI PARSONS. ....	New York.
E. A. MATTHIESON .....	Cornwall, N. Y.
BENJAMIN F. DUNNING .....	New York.
DE WITT C. WHEELER. ....	New York.
GILES W. HOTCHKISS. ....	Binghamton, N. Y.
PETER WARD .....	Newburgh, N. Y.
JOHN SCHOONMAKER .....	Newburgh, N. Y.
OLIVER W. BARNES .....	Fishkill, N. Y.
W. STEWART ENO .....	Pine Plains, N. Y.
F. HARPER, Jr. ....	New York.
CHARLES CALDWELL .....	Newburgh, N. Y.

GRINNEL BURT.....	President.
E. A. MATTHIESON .....	Treasurer.
CHARLES CALDWELL. ....	Secretary.
OLIVER W. BARNES .....	Engineer.

Communications intended for this company should be addressed,  
Warwick, Orange County, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GRINNELL BURT, *President.*

(No. 66.)

## FLUSHING, NORTH SHORE AND CENTRAL.

STATE OF NEW YORK, }  
Queens County, } ss.:

JOHANNES CARLSEN, Treasurer of the Flushing, North Shore and Central Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. CARLSEN.

Subscribed and sworn to before me, }  
this 30th day of December, 1878. }

WM. A. TOWNSEND, 96,

*Notary Public, New York County (certificate filed in Queens county).*

## STOCK AND DEBTS.

Charter .....	\$2,500,000 00
scribed .....	814,925 00
By last report .....	814,925 00
and in of capital stock .....	814,925 00
last report .....	3,155,182 86
funded debt .....	3,155,182 86
last report .....	1,341,772 51
floating debt .....	1,341,772 51
funded and floating debt .....	4,496,955 37
um, of interest on funded debt .....	7 per cent.

to the Long Island Railroad Company; and all matters touching maintenance of this road are included in its report. No report of the operations and maintenance.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
sonry, land damages ..	\$3,851,813 47	\$3,851,813 47
ing iron .....		
stations, buildings and	825,277 52	825,277 52
es, machine shops, ma-		
res, and snow plows ..	\$4,677,090 99	\$4,677,090 99
ge cars .....		
and equipment .....	\$4,677,090 99	\$4,677,090 99

## CHARACTERISTICS OF ROAD.

	35.33 miles.
s State .....	35.33 "
	35.33 "
n this State .....	35.33 "
ck, including sidings .....	12.61 "
wned by the company, laid .....	17.80 "
ard, on main track .....	60 to 64 lbs.
uses and shops .....	5
nd dummies .....	16
passenger cars .....	20
mail, and express cars .....	2
ass and emigrant passenger cars .....	8
ars .....	55
ars .....	
f road from Long Island City to Babylon .....	35.33 miles,



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	}	\$85,347 62
From freight.....		
From other sources.....		

## 2d. RECEIPTS.

From rentals .....	\$78,733 17
From insurance .....	33 10
Total.....	\$78,766 27

## 3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For interest.....	\$71,250 09
Sundry payments .....	7,483 08
Total.....	\$78,733 17

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

MORRIS FRANKLIN.....	Flushing, L. I.
JOHN W. LAWRENCE .....	Flushing, L. I.
ADOLPH POPPENHUSEN .....	College Point, L. I.
CHARLES KNOBLAUCH .....	New York City.
ISAAC SHEERWOOD.....	Manhasset, L. I.
HENRY CLEMENT.....	Flushing, L. I.
HERMAN FUNKE .....	College Point, L. I.
ELIZUR B. HINSDALE .....	Garden City, L. I.
JOHN D. LOCKE.....	Whitestone, L. I.
SAMUEL B. PARSONS.....	Flushing, L. I.
EDWARD E. SPRAGUE .....	Flushing, L. I.
FREDERIC A. POTTS.....	New York City.
CARL VIEBAR .....	New York City.

MORRIS FRANKLIN.....	President, Flushing, L. I.
J. CARLSEN.....	Treasurer, New York City.
E. B. HINSDALE .....	Secretary, New York City.

Communications intended for this company should be addressed, E. B. HINSDALE, Long Island City, Queens county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) J. CARLSEN, *Treasurer.*

(No. 67.)

## A, JOHNSTOWN AND GLOVERSVILLE.

ORK, } ss.

resident, and L. CATEN, acting Superintendent of operations of  
and Gloversville Railroad Company, being severally sworn,  
ses and says, that the statements in the annexed report, which  
uch of them, at the end thereof, are true and correct, according  
nowledge, information, and belief.

(Signed) W. J. HEACOCK,  
L. CATEN.

a to before me, }  
ember, 1878. }

E. N. SPRUCE,

ry Public, Fulton County, N. Y.

## STOCK AND DEBTS.

Charter.....	\$300,000 00
scribed.....	300,000 00
last report.....	300,000 00
d in of capital stock.....	300,000 00
ast report.....	300,000 00
unded debt.....	300,000 00
ast report.....	46,328 89
loating debt.....	34,646 77
funded and floating debt.....	334,646 77
um, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry.....	\$199,643 15	\$199,643 15
.....	11,057 74	11,057 74
ding iron.....	112,885 51	112,885 51
ht stations, buildings and		
.....	26,950 71	26,960 71
, machine shops, machinery		
.....	4,203 21	4,203 21
and fences.....	88,216 18	88,216 18
res, and snow plows.....	49,299 48	49,299 48
ge cars.....	18,060 19	18,060 19
s.....	9,156 00	9,156 00
cies.....	13,028 15	13,028 15
and equipment.....	\$532,500 32	\$532,510 32



## CHARACTERISTICS OF ROAD.

Length of road.....	10 miles.
Length of road in this State.....	10 "
Length of road laid .....	10 "
Length of road laid in this State.....	10 "
Length of double track, including sidings .....	1 "
Weight of rail, per yard, on main track.....	60 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	5
Number of first-class passenger cars .....	4
Number of baggage, mail, and express cars .....	1
Number of freight cars, including coal cars.....	10
Length of main line of road from Fonda to Gloversville .....	10 miles

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	64,862
Number of miles run by freight trains.....	9,077
Number of passengers (all classes) carried in cars.....	147,525
Number of miles traveled by passengers, or number of passengers carried one mile.....	1,106,437
Number of tons, of 2,000 pounds, of freight carried in cars.....	39,590
Total movement of freight, or number of tons carried one mile.....	430,024
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	17
Rate of speed of same when in motion.....	20
Rate of speed of freight trains when in motion.....	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	65
Average weight, in tons, of freight trains, exclusive of freight.....	150

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	8,308
Of animals.....	1,546
Of vegetable food.....	1,484
Other agricultural products .....	1,742
Manufactures.....	6,429
Merchandise .....	6,441
Coal.....	12,568
Other articles.....	1,072
Total.....	39,590

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	4 to 4½ cents.
For first-class way passengers.....	4 to 5 "

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting the cost of iron .....	\$9,388 96	\$5,548 02	\$3,840 94
Cost of iron used in repairs .....	2,184 83	1,201 04	893 79
Repairs of buildings .....	436 70	218 35	218 35
Repairs of fences and gates .....	297 28	150 00	147 28
Taxes on real estate .....	8,160 80	1,425 00	1,735 80
Totals .....	\$15,468 57	\$8,632 41	\$6,836 16
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$5,769 40	\$4,111 08	\$1,658 32
Repairs of passenger and baggage cars. .... }	761 76	282 25	479 51
Repairs of freight cars. .... }			
Totals .....	\$6,531 16	\$4,393 33	\$2,137 83



## EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$651 30	\$325 00	\$326 30
Agents and clerks.....	6,688 89	3,567 41	3,121 48
Labor: loading and unloading freight .....	2,498 51	.....	2,498 51
Conductors, baggage and brakemen.....	4,298 94	.....	1,289 08
Enginemen and firemen, and watchmen.....	5,333 92	3,009 26	2,333 57
Fuel: cost and labor of preparing for use.....	7,764 58	3,200 35	3,105 83
Oil and waste for engines and tenders.....	.....	4,658 75	.....
Oil and waste for freight cars .....	1,264 52	632 26	632 26
Oil and waste for passenger and baggage cars .....	.....	.....	.....
Loss and damage of goods and baggage.....	.....	.....	.....
Damage for injuries of persons.....	1,635 50	1,585 25	50 25
Damage to property, including damages by fire, and cattle killed on road.....	.....	.....	.....
General superintendence.....	4,000 00	2,000 00	2,000 00
Contingencies.....	5,748 82	2,541 33	3,207 49
Totals.....	\$39,884 98	\$21,519 61	\$18,365 37

## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

R. R. R. Co. depot privileges at Fonda .....	\$3,894 56
.....	1,854 26
.....	<u>\$5,748 82</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
bed, etc. ....	\$15,468 57	\$8,632 41	\$6,836 16
ery. ....	6,531 16	4,393 33	2,137 83
.....	39,884 98	21,519 61	18,365 37
.....	<u>\$61,884 71</u>	<u>\$34,545 35</u>	<u>\$27,339 36</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

ers .....	\$39,823 05
.....	47,683 27
ources .....	14,761 54
.....	<u>\$102,267 86</u>

ers .....	\$39,823 05
.....	47,683 27
.....	\$10,626 20
.....	2,139 67
.....	1,995 67
.....	<u>14,761 54</u>
.....	<u>\$102,267 86</u>

## ER THAN FOR CONSTRUCTION.

ation expenses .....	\$61,884 71
.....	24,565 36
to surplus fund .....	9,053 57
and N. R. R. ....	6,764 22
.....	<u>\$102,267 86</u>
ount of surplus fund .....	<u>\$7,930 27</u>

f the Gloversville and Northville Railroad are included in the



## EXPENSES—(Continued).

OPERATING THE ROAD.		ALLOTTED TO	
Amount.	Passenger transportation.	Freight transportation.	
Office expenses, stationery, etc .....	\$651 30	\$325 00	\$326 30
Agents and clerks.....	6,688 89	3,567 41	3,121 48
Labor: loading and unloading freight.....	2,498 51	.....	2,498 51
Conductors, baggage and brakemen.....	4,298 94	3,009 26	1,289 68
Enginemen and firemen, and watchmen.....	5,333 92	3,200 35	2,133 57
Fuel: cost and labor of preparing for use.....	7,764 58	4,658 75	3,105 83
Oil and waste for engines and tenders.....	.....	.....	.....
Oil and waste for freight cars .....	1,264 52	632 26	632 26
Oil and waste for passenger and baggage cars.....	.....	.....	.....
Loss and damage of goods and baggage.....	.....	.....	.....
Damage for injuries of persons.....	1,635 50	1,585 25	50 25
Damage to property, including damages by fire, and cattle killed on road.....	4,000 00	2,000 00	2,000 00
General superintendence.....	5,748 82	2,541 33	3,207 49
Contingencies .....	.....	.....	.....
Totals.....	\$39,884 98	\$21,519 61	\$18,365 37

## SUBDIVISION OF CONTINGENCIES.

R. Co. depot privileges at Fonda .....	\$3,894 56
.....	1,854 26
.....	<u>\$5,748 82</u>

## CAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
etc. ....	\$15,468 57	\$8,632 41	\$6,836 16
.....	6,531 16	4,393 33	2,137 83
.....	39,884 98	21,519 61	18,365 37
.....	<u>\$61,884 71</u>	<u>\$34,545 35</u>	<u>\$27,339 36</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

.....	\$39,823 05
.....	47,683 27
S .....	14,761 54
.....	<u>\$102,267 86</u>

.....	\$39,823 05
.....	47,683 27
.....	\$10,626 20
.....	2,139 67
.....	1,995 67
.....	<u>14,761 54</u>
.....	<u>\$102,267 86</u>

## EXPENSES FOR CONSTRUCTION.

expenses .....	\$61,884 71
.....	24,565 36
surplus fund .....	9,053 57
R. R. ....	6,764 22
.....	<u>\$102,267 86</u>
of surplus fund .....	<u>\$7,930 27</u>

The Gloversville and Northville Railroad are included in the



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 6.....	....	1	....	....	....	....	....	1
September 24.....	....	....	....	....	1	....	1	....
Totals.....	....	1	....	....	1	....	1	1

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

April 9. Miss Sheldon, injured; sprained her ankle in getting off train in motion, at Pine street, Gloversville, N. Y.

September 24. Justus Steenburgh, killed; intoxicated; was lying on track about three miles north of Fonda, and was run over by train.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

W. J. HEACOCK.....	Gloversville, N. Y.
A. JUDSON.....	Gloversville, N. Y.
J. McNAB.....	Gloversville, N. Y.
A. D. L. BAKER.....	Gloversville, N. Y.
L. CATEN.....	Gloversville, N. Y.
SIDNEY S. PLUMER.....	Gloversville, N. Y.
A. D. SIMMONS.....	Gloversville, N. Y.
DAVID A. WELLS.....	Johnstown, N. Y.
LEWIS VEGHTE.....	Johnstown, N. Y.
JOHN E. WELLS.....	Johnstown, N. Y.
MORTIMER WADE.....	Johnstown, N. Y.
DANIEL B. JUDSON.....	Kingsboro, N. Y.
GEO. F. MILLS.....	Fonda, N. Y.

W. J. HEACOCK..... President.

JOHN McNAB..... Treasurer.

L. CATEN..... Secretary and Superintendent.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. J. HEACOCK, *President.*  
L. CATEN, *Superintendent.*

(No. 68.)

**GARNERVILLE.**

ORK, }  
ss.:

ident and acting Superintendent of operations of the Garner-  
ny, being sworn, deposes and says, that the statements in the  
has been signed by him, at the end thereof, are true and cor-  
best of his knowledge, information, and belief.

(Signed) JOHN TAYLOR.

to before me, }  
ember, 1878. }

JAMES H. TAYLOR,

*Justice of the Peace.*

**STOCK AND DEBTS.**

Charter.....	\$55,000 00
scribed.....	55,000 00
last report.....	37,360 98
nd in of capital stock.....	37,360 98

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
Masonry.....	\$19,283 30	\$19,283 30
.....	5,322 10	5,322 10
ling iron.....	9,587 38	9,587 38
and fences.....	1,384 80	1,384 80
cies.....	1,783 40	1,783 40
and equipment....	\$37,360 98	\$37,360 98

**CHARACTERISTICS OF ROAD.**

.....	5 miles.
s State.....	5 "
.....	.91 "
a this State.....	.91 "
ck, including sidings.....	.12 "
ard, on main track.....	56 pounds.
of road from New Jersey and New York rail- og Minerva creek, to tide-water on the Hud- lage of Haverstraw.....	5 miles.

**EARNINGS AND CASH RECEIPTS AND PAYMENTS.\***

ased by the New Jersey and New York Railway, and its earnings and  
are included as a portion of their account. Repairs of track and taxes  
ille Railroad Company.

*State Engineer and Surveyor.*



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN TAYLOR.....	Haverstraw, N. Y.
JAMES G. SCOTT.....	Haverstraw, N. Y.
C. Y. WEMPLE.....	New York City.
JUSTIN ARNOLD.....	Oneida, N. Y.
JOHN D. FOQUET.....	Fishkill, N. Y.
JAMES H. TAYLOR.....	Haverstraw, N. Y.
CHARLES C. BIRDSEYE.....	New York City.
J. J. LAWRENCE.....	New York City.
JAMES A. RICH.....	New York City.
OSCAR HUSAR.....	New York City.
ARTHUR THOMPSON.....	New York City.
H. C. DODGE.....	Montclair, N. J.
JOHN NELSON.....	Poughkeepsie, N. Y.

JOHN TAYLOR.....	President.
JOHN J. LAWRENCE.....	Treasurer.
C. C. BIRDSEYE.....	Secretary.
JOHN D. FOQUET.....	Engineer.
JOHN TAYLOR.....	Superintendent.

Communications intended for this company should be addressed, Garnerville Railroad Company, Garnerville, Rockland county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN TAYLOR, *President.*

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(No. 69.)

## GENEVA, HORNELLSVILLE AND PINE CREEK

STATE OF NEW YORK, }  
*Ontario County,* } *ss.:*

EMORY B. POTTLE, President of the Geneva, Hornellsville and Pine Creek Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EMORY B. POTTLE.

Subscribed and sworn to before me, }  
 this 5th day of October, 1878. }

WILLIAM L. SPRAGUE,

*Notary Public for Ontario County.*

## STOCK AND DEBTS.

arter .....	\$2,675,000 00
ribed .....	763,500 00
last report. ....	382,175 00
in of capital stock .....	382,175 00
ating debt .....	40,000 00
anded and floating debt .....	40,000 00

work done by this company since last report, and no part of  
in operation.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
asonry .....	\$247,976 68	\$247,976 68
nd fences .....	37,419 62	37,419 62
es .....	55,263 57	55,263 57
and equipment.....	\$340,659 87	\$340,659 87

## CHARACTERISTICS OF ROAD.

.....	122 miles.
State .....	88 "
oad from Geneva, N. Y., to West Branch, Pa.,	122 "

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Geneva, N. Y.
.....	Geneva, N. Y.
.....	Geneva, N. Y.
.....	Rushville, N. Y.
.....	Naples, N. Y.
.....	Naples, N. Y.
.....	Wayland, N. Y.
.....	Hornellsville, N. Y.
.....	Hornellsville, N. Y.
.....	Greenwood, N. Y.
.....	Westfield, Pa.
.....	Westfield, Pa.
.....	Coudersport, Pa.
.....	President, Naples, N. Y.
.....	Treasurer, Hornellsville, N. Y.
.....	Secretary, Naples, N. Y.

ded for this company should be addressed, EMORY B. POTTLE,  
N. Y.

ing caused the foregoing statements to be prepared by the  
ts of this company, from the books and records, and having  
practicable, believes them to be correct.

(Signed) EMORY B. POTTLE, *President.*



(No. 70.)

## GENEVA, ITHACA AND SAYRE.

STATE OF NEW YORK, }  
*Tioga County,* } ss.:

ROBERT A. PACKER, and WM. STEVENSON, acting Superintendent of operations of the Geneva, Ithaca and Sayre Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

ROBERT A. PACKER,  
 WM. STEVENSON.

Subscribed and sworn to before me, }  
 this 25th day of November, 1878. }

F. E. LYFORD,

*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter* }	Preferred .....	\$850,000 00
	Common .....	850,000 00
Amount of stock subscribed .....		850,000 00
Amount paid in, as by last report .....		850,000 00
Total amount now paid in of capital stock. ....		850,000 00
Funded debt, as by last report .....		600,000 00
Total amount now of funded debt .....		600,000 00
Floating debt, as by last report .....		81,087 14
The amount now of floating debt .....		193,248 86
Total amount now of funded and floating debt .....		792,248 86
Average rate, per annum, of interest on funded debt .....		7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$1,321,545 84	\$1,330,914 24
For bridges .....		
Superstructure, including iron .....		
Passenger and freight stations, buildings and fixtures .....		
Engine and car houses, machine shops, machinery and fixtures .....		
Land, land damages, and fences .....	82,882 82	82,882 82
Locomotives and fixtures, and snow plows .....		
Passenger and baggage cars .....		
Freight and other cars .....	67,500 00	67,500 00
Total cost of road and equipment .....	\$1,471,928 66	\$1,481,297 06

\* In the articles of association, this company was authorized to issue \$850,000 preferred, and \$850,000 common stock. None of the latter has yet been issued.

*State Engineer and Surveyor.*

## CHARACTERISTICS OF ROAD.

.....	75 miles.
State .....	75 "
.....	75 "
in this State.....	75 "
....., including sidings.....	13.69 "
....., on main track .....	58 pounds.
.....	2
.....	12
..... passenger cars .....	6
..... mail, and express cars. ....	4
..... cars, including coal cars .....	216
.....	6
..... of road from State line to Geneva .....	75 miles.

## THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

..... by passenger trains .....	109,769
..... by freight trains.....	111,028
..... by coal trains.....	107,243
..... s (all classes) carried in cars .....	95,811½
..... eled by passengers, or number of passengers .....	1,764,415
..... 000 pounds, of freight carried in cars.....	118,193
..... 000 pounds, of coal carried in cars .....	383,659.40
..... eight, or number of tons carried one mile .....	6,737,011
..... al, or number of tons carried one mile.....	15,694,599.83
..... adopted by ordinary passenger trains, includ- ..... (hour).....	22
..... e when in motion.....	30.40
..... d adopted by express trains, including stops ...	22.40
..... e when in motion .....	30
..... d adopted by freight trains, including stops....	9
..... e when in motion.....	13
..... ns, of passenger trains, exclusive of passengers .....	62
..... ns, of freight trains, exclusive of freight.....	160

## NT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

..... e forest. ....	} 118,193.40
.....	
.....	
..... ducts .....	
.....	} 383,659
.....	
.....	501,852.40

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

..... passengers .....	3 cents.
..... ssengers.....	3 "



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$67,890 98	\$12,263 06	\$55,627 92
Repairs of bridges. ....	3,792 91	758 58	3,034 33
Repairs of telegraph. ....	200 82	40 16	160 66
Cost of iron used in repairs. ....	31,575 80	6,315 16	25,260 64
Repairs of buildings. ....	1,628 83	325 77	1,303 06
Repairs of fences and gates. ....	741 17	148 23	592 94
Taxes on real estate. ....	7,320 96	1,464 19	5,856 77
Totals. ....	\$113,151 47	\$21,315 15	\$91,836 32
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$30,317 27	\$4,063 45	\$16,253 82
Repairs of passenger and baggage cars. ....	8,595 65	8,595 65	.....
Repairs of freight cars. ....	11,666 33	.....	11,666 33
Repairs of tools and machinery in shops. ....	300 41	60 08	240 33
Totals. ....	\$40,879 66	\$12,719 18	\$28,160 48

		transportation.	transportation.
Office expenses, stationery, etc . . . . .	\$2,466 65	\$669 91	\$1,796 74
Agents and clerks . . . . .	26,405 76	8,351 41	18,054 35
Porters, watchmen, and switchtenders . . . . .	1,120 96	224 19	896 77
Conductors, baggage and brakemen . . . . .	57,102 88	10,385 23	46,717 65
Enginemen and firemen . . . . .	32,400 00	6,480 00	25,920 00
Fuel : cost and labor of preparing for use . . . . .	4,631 58	926 32	3,705 26
Oil and waste for engines and tenders . . . . .	263 92	.....	263 92
Oil and waste for passenger and baggage cars . . . . .	148 20	29 64	118 56
Loss and damage of goods and baggage . . . . .	2,562 93	512 59	2,050 34
Damage for injuries of persons . . . . .			
General superintendence . . . . .			
Totals . . . . .	\$127,102 88	\$27,579 29	\$99,523 59

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc . . . . .	\$113,151 47	\$21,315 15	\$91,836 32
Repairs of machinery . . . . .	40,879 66	12,719 18	28,160 48
Operating . . . . .	127,102 88	27,579 29	99,523 59
Totals . . . . .	\$281,134 01	\$61,613 62	\$219,520 39



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	\$48,102 21
From freight.....	209,109 55
From other sources.....	7,784 00
Total .....	<u>\$264,995 76</u>

## 2d. RECEIPTS.

From passengers .....	\$48,102 21
From freight.....	209,109 55
Express transportation.....	\$2,544 17
Mail transportation .....	4,954 83
Rent.....	285 00
Total .....	<u>\$264,995 76</u>

## 3d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses....	\$281,134 01
For interest .....	54,841 90
Total .....	<u>\$335,975 91</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 20.....	....	....	....	....	1	....	1	....
September 1.....	....	....	1	....	....	....	1	....
Total.....	....	....	1	....	1	....	2	....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

April 20. Joseph Scholer, a mute, while walking on a track in Ithaca yard, was struck by an irregular train, and instantly killed. Company exonerated from all blame.

September 1. James Ryan, brakeman, struck by overcrossing of N. Y., L. E. and W. R. R., near East Waverly, while standing on cars; instantly killed.

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Mauch Chunk, Pa.
ER.....	Sayre, Pa.
ORNE.....	Philadelphia, Pa.
.....	Waverly, N. Y.
E.....	Bethlehem, Pa.
.....	New York City.
R.....	Mauch Chunk, Pa.
.....	Philadelphia, Pa.
.....	Ithaca, N. Y.
BEIGG.....	Trumansburgh, N. Y.
RINCE.....	Geneva, N. Y.
N.....	Aurora, N. Y.
ON.....	Ithaca, N. Y.
PACKER.....	President, Sayre, Pa.
RTSHORNE.....	Treasurer, Philadelphia, Pa.
SHAWB.....	Secretary, Philadelphia, Pa.
SAYRE.....	Engineer, Bethlehem, Pa.
VENSON.....	Superintendent, Ithaca, N. Y.

tended for this company should be addressed, Geneva, Ithaca  
Company, 238 South Third street, Philadelphia, Pa.

have caused the foregoing statements to be prepared by the  
agents of this Company, from the books and records, and have  
as practicable, and believe them to be correct.

(Signed) ROBERT A. PACKER, *President.*  
W. STEVENSON, *Superintendent.*

(No. 71.)

## GENEVA AND LYONS.

YORK, }  
County, } ss.:

z, Treasurer of the Geneva and Lyons Railroad Company, being  
says, that the statements in the annexed report, which has been  
e end thereof, are true and correct, according to the best of his  
ion, and belief.

(Signed) C. C. CLARKE.

n to before me, }  
ember, 1878. }

ISAAC P. CHAMBERS,  
otary Public, New York County.



## STOCK AND DEBTS.

Capital stock, as by charter .....	\$300,000 00
Amount of stock subscribed.....	300,000 00
Total amount now paid in of capital stock. ....	15,000 00
The amount now of floating debt* .....	307,225 61

The amount due the New York Central and Hudson River Railroad Company is for advances to construct the line, beyond the amount paid in on capital stock. No obligation for the amount has been issued to that company, nor has any interest been paid on the amount. That company has operated the line, using its own equipment therefor; but no formal lease has been executed, and that company will include in its own report the doings of the year in transportation, and total miles run.

## COST OF ROAD AND EQUIPMENT.

For graduation and masonry .....	\$58,285 46
For bridges .....	3,367 54
Superstructure, including iron .....	159,495 40
Passenger and freight stations, buildings and fixtures.....	44,436 58
Land, land damages, and fences.....	48,510 93
Engineering and agencies .....	8,129 70
Total cost of road and equipment .....	\$322,225 61

## CHARACTERISTICS OF ROAD.

Length of road .....	14.12 miles.
Length of road in this State .....	14.12 "
Length of road laid.....	14.12 "
Length of road laid in this State.....	14.12 "
Length of double track, including sidings .....	7.70 "
Length of branches owned by the company, laid.....	2.79 "
Weight of rail, per yard, on main track (all steel) .....	65 pounds.
Length of main line of road from intersection with the Auburn branch of New York Central and Hudson River Railroad, east of Geneva, to intersection with the main line of that railroad, west of Lyons..	14.12 miles.

\* Due New York Central and Hudson River Railroad Company.





## STOCK AND DEBTS.

Capital stock, as by charter .....	\$500,000 00
Amount of stock subscribed .....	97,100 00
Amount paid in, as by last report .....	7,460 00
Total amount now paid in of capital stock .....	7,460 00
Floating debt, as by last report .....	29,230 71
The amount now of floating debt .....	158,058 58
Total amount now of funded and floating debt .....	158,050 58

This road is leased to, and operated by, the New York and Manhattan Beach Railway Company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$8,345 57	\$17,092 73
Superstructure, including iron .....		39,496 88
Passenger and freight stations, buildings and fixtures .....		9,475 79
Engine and car houses, machine shops, machinery and fixtures .....		4,453 53
Land, land damages, and fences .....	17,973 63	80,491 75
Engineering and agencies .....	2,911 51	7,040 40
Total cost of road and equipment .....	\$29,230 71	\$158,050 58

## CHARACTERISTICS OF ROAD.

Length of road .....	6 miles.
Length of road in this State .....	6 "
Length of road laid .....	2.70 "
Length of road laid in this State .....	2.70 "
Length of double track, including sidings .....	1.02 "
Weight of rail, per yard, on main track .....	40 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from Greenpoint, Brooklyn, E. D., to Glendale .....	6 miles.

## \* EARNINGS, CASH RECEIPTS AND PAYMENTS.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

AUSTIN CORBIN .....	Brooklyn, N. Y.
GEORGE S. C. DOW .....	Brooklyn, N. Y.
D. C. CORBIN .....	Brooklyn, N. Y.
G. S. MOULTON .....	New York.
ISAAC D. BARTON .....	New York.
ALFRED C. CHAPIN .....	Brooklyn, N. Y.
FREDERICK W. DUNTON .....	Brooklyn, N. Y.

AUSTIN CORBIN .....	President, Brooklyn, N. Y.
G. S. MOULTON .....	Treasurer and Secretary, New York.
D. H. CARDOZO .....	Engineer, Brooklyn, N. Y.
I. D. BARTON .....	Superintendent, New York.

\* NOTE.—This road is leased at the nominal rent of \$1.00 per annum.

State Engineer and Surveyor.

attended for this company should be addressed, Glendale and Company, No. 61 Broadway, New York.

have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have as practicable, and believe them to be correct.

(Signed) GILMAN S. MOULTON, *Treasurer*.  
ISAAC D. BARTON, *Supt.*

(No. 73.)

### GLENS FALLS.

ORK, }  
y, } ss.:

President of the Glens Falls Railroad Company, being sworn, at the statements in the annexed report, which has been signed hereof, are true and correct, according to the best of his knowledge and belief.

(Signed) GEO. H. CRAMER.

n to before me, }  
vember, 1878. }

J. H. HUNTINGTON,  
*Notary Public, Troy, N. Y.*

### STOCK AND DEBTS.

Charter .....	\$200,000 00
scribed .....	200,000 00
y last report .....	96,639 50
aid in of capital stock .....	96,639 50
last report .....	10,000 00
funded debt .....	10,000 00
funded and floating debt .....	10,000 00
num, of interest on funded debt .....	7 per cent.

was paid, all but \$10,000, as well as the floating debt, by the Saratoga Railroad Company, in accordance with the terms of the

and in perpetuity to the Rensselaer and Saratoga Railroad Company, assigned to the Delaware and Hudson Canal Company.

### COST OF ROAD AND EQUIPMENT.\*

supposed to be about \$250,000. We have no means to report the actual costs are reported from the best information we have.



## CHARACTERISTICS OF ROAD.

Length of road.....	5.76 miles.
Length of road in this State.....	5.76 "
Length of road laid .....	5.76 "
Length of road laid in this State.....	5.76 "
Length of main line of road from Fort Edward to Glens Falls.....	5.76 "

The Glens Falls Railroad, as soon as completed, without any rolling stock, was handed over to the Rensselaer and Saratoga Railroad, at one dollar rent, and its debts assumed by the Rensselaer and Saratoga Railroad. Necessarily receipts belong to the Rensselaer and Saratoga Railroad Company, as it was operated by it, and all its operations were merged into Rensselaer and Saratoga Railroad receipts, expenses, etc. The Rensselaer and Saratoga Railroad Company became entire owner of capital stock, being a purchase as well as a lease in perpetuity.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE H. CRAMER.....	Troy, N. Y.
J. M. WARREN.....	Troy, N. Y.
E. T. GALE .....	Troy, N. Y.
WM. H. HART .....	Troy, N. Y.
G. B. WARREN .....	Troy, N. Y.
H. C. LOCKWOOD .....	Troy, N. Y.
W. A. SHEPARD.....	Troy, N. Y.
C. W. TILLINGHAST.....	Troy, N. Y.
CHESTER GRISWOLD.....	Troy, N. Y.
I. V. BAKER .....	Comstock, N. Y.
IRA ALLEN .....	Fair Haven, Vt.

GEORGE H. CRAMER ..... President.

Communications intended for this company should be addressed, GEO. H. CRAMER, President, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEO. H. CRAMER, *President.*

(No. 74.)

## GLOVERSVILLE AND NORTHVILLE.

STATE OF NEW YORK, }  
Fulton County, } ss.: 7

WILLARD J. HEACOCK, President, and LAWTON CATEN, acting Superintendent of operations of the Gloversville and Northville Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has

of them, at the end thereof, are true and correct, according to  
edge, information, and belief.

(Signed) W. J. HEACOCK,  
L. CATEN.

on to before me, }  
November, 1878. }

E. N. SPENCER,

*Notary Public, Fulton County, N. Y.*

#### STOCK AND DEBTS.

Charter.....	\$300,000 00
scribed.....	100,800 00
y last report.....	95,964 75
id in of capital stock.....	96,214 75
ast report.....	200,000 00
funded debt.....	200,000 00
ast report.....	36,297 09
loating debt.....	32,155 57
funded and floating debt.....	232,155 57
um, of interest on funded debt.....	7 per cent.

and Northville Railroad is leased to the Fonda, Johnstown and  
Company. That company will include in their report the  
d.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry.....	\$57,948 19	\$57,948 19
.....	2,902 43	2,902 43
ling iron.....	136,923 76	136,955 26
t stations, buildings and	11,112 45	11,255 66
s, machine shops, machin-		
and fences.....	56,499 99	56,900 85
ancies.....	5,412 57	5,412 57
d and equipment.....	\$270,799 39	\$271,374 96

#### CHARACTERISTICS OF ROAD.

.....	16.17 miles.
State.....	16.17 "
.....	16.17 "
in this State.....	16.17 "
ard, on main track.....	56 pounds.
uses and shops.....	1
f road from Gloversville to Northville.....	16.17 miles.



## EARNINGS, CASH RECEIPTS AND PAYMENTS.

## 1ST. RECEIPTS.

Rental .....	\$6,764 22
--------------	------------

## 2D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest .....	\$883 65
For taxes .....	741 31
For floating debt .....	4,141 52
For cost of equipment .....	574 57
Balance .....	423 17
Total .....	\$6,764 22

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

W. J. HEACOCK .....	Gloversville, N. Y.
J. McNAB .....	Gloversville, N. Y.
A. JUDSON .....	Gloversville, N. Y.
D. B. JUDSON .....	Kingsboro, N. Y.
D. A. WELLS .....	Johnstown, N. Y.
L. VEGHTE .....	Johnstown, N. Y.
M. WADE .....	Johnstown, N. Y.
W. F. BARKER .....	Northville, N. Y.
H. J. RESSIGUE .....	Northville, N. Y.
P. VAN VLECK .....	Northville, N. Y.
S. B. BENTON .....	Northville, N. Y.
W. JACKSON .....	Mayfield, N. Y.
R. G. OSTRANDER .....	Hope Falls, N. Y.

W. J. HEACOCK .....	President.
JOHN McNAB .....	Treasurer.
D. A. WELLS .....	Secretary.
L. CATEN .....	Engineer and Supt.

Communications intended for this company should be addressed, W. J. HEACOCK, Gloversville, Fulton County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. J. HEACOCK, *President.*  
L. CATEN, *Supt.*

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(No. 75.)

## GOSHEN AND DECKERTOWN.

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STATE OF NEW YORK, } ss.:  
Orange County,

JAMES K. HOUSTON, President, and GEORGE W. MURRAY, Treasurer and Secretary of the Goshen and Deckertown Railway Company, being severally sworn, each for

and says that the statements in the annexed report, which has been  
them, at the end thereof, are true and correct, according to the  
re, information, and belief.

(Signed)

JAMES K. HOUSTON,

G. W. MURRAY.

urn to before me, }  
ember, 1878. }

CHARLES J. EVERETT,

*Notary Public.*

#### STOCK AND DEBTS.

charter.....	\$360,000 00
scribed.....	150,000 00
y last report.....	105,800 00
aid in of capital stock.....	105,800 00
last report.....	246,500 00
funded debt.....	246,500 00
funded and floating debt.....	246,500 00
num, of interest on funded debt.....	7 per cent.

ated by the New York, Lake Erie and Western Railway Com-  
been paid two quarterly payments of \$4,375 each since the  
Erie Railway Company. The Receiver of the Erie Railway  
two quarterly payments of like amount—making a total yearly

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry.....	\$115,340 00	\$115,340 00
.....	4,150 00	4,150 00
ding iron.....	117,079 63	117,079 63
ght stations, buildings and		
.....	7,887 50	7,887 50
ouses, machine shops, ma-		
es.....	1,000 00	1,000 00
and fences.....	37,610 00	37,610 00
ncies.....	8,633 62	8,633,62
d and equipment.....	\$291,700 75	\$291,700 75

#### CHARACTERISTICS OF ROAD.

.....	14.77 miles.
is State.....	14.77 "
.....	11.64 "
in this State.....	11.64 "
ck, including sidings.....	.33 "
owned by the company, laid.....	1.00 "
ard, on main track.....	50 and 56 lbs.
of road from Goshen to New Jersey State line..	14.77 miles.



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. RECEIPTS.

Rent received from receiver Erie Railway Company, and from the N. Y., Lake Erie and Western R. R. Co.....	\$17,500 00
Surplus fund.....	490 00
Total .....	<u>\$17,990 00</u>

## 2D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest.....	\$17,255 00
For dividends on stock—amount and rate per cent, five per cent on \$100,000 .....	5,000 00
To payments to surplus fund.....	490 00
Total.....	<u>\$22,745 00</u>
Total amount of surplus fund.....	<u>41 12</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JAMES K. HOUSTON .....	Florida, N. Y.
D. C. JAYNE .....	Florida, N. Y.
Z. W. VANDEROOF .....	Florida, N. Y.
WM. L. VAIL.....	Florida, N. Y.
STEWART YOUNG .....	Florida, N. Y.
SAMUEL E. GALE.....	Pine Island.
N. R. FRAGLES .....	Pine Island.
DANIEL BAILEY.....	Glenwood, N. J.
ROBERT YOUNG .....	Goshen, N. Y.
R. M. VAIL.....	Goshen, N. Y.
LEWIS WILCOX.....	Goshen, N. Y.
JOHN M. ARMSTRONG .....	Closter, N. J.
GEO. W. MURRAY.....	Goshen, N. Y.

JAMES K. HOUSTON .... President.

GEO. W. MURRAY .... Treasurer and Secretary.

Communications intended for this company should be addressed, JAMES K. HOUSTON, Florida, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) G. W. MURRAY, *Treasurer.*

(No. 76.)

GREENE.

ORK, } ss. :  
ident, and W. G. OAKMAN, acting Superintendent of operations  
ad Company, being severally sworn, each for himself deposes  
atements in the annexed report, which has been signed by each  
hereof, are true and correct, according to the best of his knowl-  
and belief.

(Signed) SAMUEL SLOAN,  
W. G. OAKMAN.

n to before me, }  
n, this 21st day }

LUDWIG R. MILLER,  
*Notary Public.*

n to before me, }  
n, this 15th day }

J. M. BUTLER,  
*ary Public, Oneida County, N. Y.*

STOCK AND DEBTS.

charter .....	\$200,000 00
scribed .....	200,000 00
y last report .....	200,000 00
aid in of capital stock .....	200,000 00
last report .....	200,000 00
funded debt .....	200,000 00
last report .....	85 50
floating debt .....	85 50
funded and floating debt .....	200,085 50
num, of interest on funded debt .....	7 per cent.

ed to and operated by the Delaware, Lackawanna and Western



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$107,928 43	\$107,928 43
For bridges .....	45,236 49	45,236 49
Superstructure, including iron .....	101,115 08	101,115 08
Passenger and freight stations, buildings and fixtures .....	1,638 54	1,638 54
Engine and car houses, machine shops, machin- ery and fixtures .....		
Land, land damages, and fences .....	78,479 46	78,479 46
Locomotives and fixtures, and snow plows .....	28,500 00	28,500 00
Passenger and baggage cars .....	8,000 00	8,000 00
Freight and other cars .....	700 00	700 00
Engineering and agencies .....	28,487 50	28,487 50
Total cost of road and equipment.....	\$400,085 50	\$400,085 50

## CHARACTERISTICS OF ROAD.

Length of road .....	8 miles.
Length of road in this State .....	8 "
Length of road laid .....	8 "
Length of road laid in this State .....	8 "
Length of double tracks, including sidings .....	1 "
Weight of rail, per yard, on main track .....	62 pounds.
Number of engines .....	2
Number of first-class passenger cars .....	1
Number of freight cars, including coal cars .....	1
Length of main line of road from Greene to Chenango Forks .....	8 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	9,981
Number of miles run by freight trains .....	13,706
Number of passengers (all classes) carried in cars .....	37,261
Number of miles traveled by passengers, or number of passengers carried one mile .....	261,496
Number of tons of 2,000 pounds, of freight carried in cars .....	166,405
Total movement of freight, or number of tons carried one mile .....	1,326,696
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour) .....	24
Rate of speed of same when in motion .....	30
Average rate of speed adopted by express trains, including stops .....	24
Rate of speed of same when in motion .....	30
Average rate of speed adopted by freight trains, including stops .....	9
Rate of speed of same when in motion .....	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	95
Average weight, in tons, of freight trains, exclusive of freight .....	200

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	4,734
Of animals .....	3,355
Of vegetable food .....	12,123
Other agricultural products .....	2,355

## RAILROAD REPORT.

239

.....	7,064
.....	4,240
.....	129,645
.....	2,889
.....	<u>166,405</u>

FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

.....	3 cents.
.....	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron . . . . .	\$3,392 80	\$1,130 90	\$2,261 90
Repairs of bridges . . . . .	401 84	100 61	301 23
Repairs of telegraph . . . . .	2 90	.....	2 90
Cost of iron used in repairs . . . . .	1,770 00	590 00	1,180 00
Repairs of buildings . . . . .	89 83	76 02	13 81
Repairs of fences and gates . . . . .	23 66	23 66	.....
Taxes on real estate . . . . .	1,671 34	.....	1,671 34
Totals . . . . .	\$7,352 37	\$1,921 19	\$5,431 18
REPAIRS OF MACHINERY.			
Repairs of engines and tenders . . . . .	\$503 10	\$256 02	\$247 08
Repairs of passenger and baggage cars . . . . .	427 20	427 20	.....
Repairs of freight cars . . . . .	158 96	.....	158 96
Repairs of tools and machinery in shops . . . . .	30 14	15 07	15 07
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops . . . . .	36 16	18 07	18 08
Totals . . . . .	\$1,155 55	\$716 36	\$439 19



OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.	\$146 00	\$48 70	\$97 30
Agents and clerks	1,230 80	410 25	820 55
Labor: loading and unloading freight	310 90		310 90
Porters, watchmen, and switchtenders	391 87		261 25
Wood and water station attendance	133 99	130 63	89 12
Conductors, baggage and brakemen	1,500 91	44 87	832 94
Enginemen and firemen	1,353 84	667 97	731 27
Fuel: cost and labor of preparing for use	3,769 00	622 57	2,512 70
Oil and waste for engines and tenders	133 04	1,256 30	68 96
Oil and waste for freight cars	30 27	64 08	30 27
Oil and waste for passenger and baggage cars	40 78		
Loss and damage of goods and baggage	26 16	40 78	
Damage for injuries of persons	854 99	8 72	17 44
Damage to property, including damages by fire and cattle killed on road	38 08	284 70	570 29
General superintendence	144 11	12 70	25 38
Contingencies	4,662 59	48 03	96 08
Totals	\$14,767 33	1,554 19	3,108 40
		\$5,194 48	\$9,572 85



## SUBDIVISION OF CONTINGENCIES.

Use of cars .....	\$3,265 25
Expenses New York office .....	59 86
Terminal expenses, New York .....	437 94
Legal expenses .....	653 85
Sundries .....	245 69
<b>Total .....</b>	<b>\$4,662 59</b>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$7,352 37	\$1,921 19	\$5,431 18
Repairs of machinery .....	1,155 55	716 36	439 19
Operating .....	14,767 33	5,194 48	9,572 85
<b>Totals .....</b>	<b>\$23,275 25</b>	<b>\$7,832 03</b>	<b>\$15,443 22</b>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	\$10,289 48
From freight .....	22,168 47
From other sources .....	3,257 20
<b>Total .....</b>	<b>\$35,715 15</b>

## 2d. RECEIPTS.

From passengers .....	\$10,289 48
From freight .....	22,168 47
Express .....	\$822 80
Mails .....	2,434 40
<b>Total .....</b>	<b>\$35,715 15</b>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$23,275 25
For interest on stock and bonds, as per lease* .....	26,000 00
<b>Total .....</b>	<b>\$49,275 25</b>

## ACCIDENTS.

	Injured.
January 5, 1878 .....	1

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

January 5. Dwight Barnes, a boy, stealing a ride on a freight train, had his leg badly crushed between the bumpers.

\* NOTE.—Dividend on stock, \$12,000 ; interest on bonds, \$14,000 ; guaranteed by the lessee.  
State Engineer and Surveyor.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ALL .....	Greene.
NARD .....	Greene.
LCH .....	Greene.
NINGHAM .....	Greene.
ON .....	Greene.
AND .....	Greene.
MOORE .....	Greene.
.....	Greene.
.....	Greene.
.....	New York City.
.....	New York City.
.....	New York City.
.....	New York City.
EDSALL .....	President, Greene.
ND .....	Treasurer and Secretary.
MAN .....	Superintendent.

intended for this company should be addressed, SAMUEL SLOAN,  
26 Exchange place, New York city.

have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
as far as practicable, and believe them to be correct.

(Signed) SAMUEL SLOAN, *Vice-President.*  
W. G. OAKMAN, *Superintendent.*

(No. 77.)

## GREENWICH AND JOHNSONVILLE.

YORK, }  
ntly, } ss.:

ELL, Secretary and Treasurer, and HENRY H. WARNER, acting  
operations of the Greenwich and Johnsonville Railroad Company,  
rn, each for himself deposes and says, that the statements in the  
ch has been signed by each of them, at the end thereof, are true  
ng to the best of his knowledge, information, and belief.

(Signed) DANIEL W. MANDELL,  
H. H. WARNER.

rn to before me, }  
ovember, 1878. }

EDWIN WILMARTH,  
*Notary Public.*



## STOCK AND DEBTS.

Capital stock, as by charter .....	\$150,000 00
Amount of stock subscribed .....	132,650 00
Amount paid in, as by last report .....	130,898 00
Total amount now paid in of capital stock .....	130,898 00
Funded debt, as by last report .....	185,500 00
Total amount now of funded debt .....	185,550 00
Floating debt, as by last report .....	32,000 00
The amount now of floating debt .....	48,388 34
Total amount now of funded and floating debt .....	233,938 34
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$100,609 09	\$100,609 09
For bridges .....	28,264 79	28,264 79
Superstructure, including iron .....	132,385 74	132,385 74
Passenger and freight stations, buildings and fixtures .....	7,207 02	7,207 02
Engine and car houses, machine shops, machinery and fixtures .....	3,036 38	2,314 12
Land, land damages, and fences .....	33,669 75	33,669 75
Locomotives and fixtures, and snow plows .....	297 80	297 80
Engineering and agencies .....	8,473 20	8,473 20
Total cost of road and equipment .....	\$313,043 77	\$314,221 51

## CHARACTERISTICS OF ROAD.

Length of road .....	14 miles.
Length of road in this State .....	14 "
Length of road laid .....	14 "
Length of road laid in this State .....	14 "
Length of double track, including sidings .....	.75 "
Weight of rail, per yard, on main track .....	50 pounds.
Number of engine-houses and shops .....	2
Length of main line of road from Greenwich to Johnsonville .....	14 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains* .....	17,528
Number of miles run by freight trains .....	
Number of passengers (all classes) carried in cars .....	14,794
Number of miles traveled by passengers, or number of passengers carried one mile .....	207,116
Number of tons, of 2,000 pounds, of freight carried in cars .....	10,677
Total movement of freight, or number of tons carried one mile .....	128,124

\* Mixed trains.

... adopted by ordinary passenger trains, includ- ... per hour) .....	22
... me when in motion .....	28
... tons, of freight trains, exclusive of freight .....	125

#### AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

... the forest. ....	145
.....	9
.....	3,094
... products. ....	305
.....	1,254
.....	2,394
.....	2,235
.....	1,241
.....	10,877

#### RATES FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

... high passengers .....	4 3-14 cents.
... passengers .....	5 5-14 "

#### EXPENSES FOR THE MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

... and railway, excepting cost of iron .....	\$5,312 96
.....	522 24
... repairs .....	932 70
.....	277 74
... and gates .....	48 79
.....	505 69
.....	\$7,600 12

#### EXPENSES OF REPAIRS OF MACHINERY.

... and tenders. ....	\$24 77
... er and baggage cars .....	52 11
... d machinery in shops .....	4 26
.....	\$81 14

#### EXPENSES OF OPERATING THE ROAD.

... tionery, etc. ....	\$375 58
.....	1,395 42
... unloading freight .....	2,024 12
... and switchtenders .....	
... ation attendance .....	
... ge and brakemen .....	
... men .....	1,733 68
... or of preparing for use .....	
... gines and tenders .....	140 31
... eight cars. ....	5 00
... assenger and baggage cars .....	10 10
... y, including damages by fire and cattle killed on .....	27 50
... dence .....	842 50
.....	629 32
.....	\$7,183 53



## SUBDIVISION OF CONTINGENCIES.

Insurance.....	\$527 00
Carrying mail.....	65 00
Incidentals.....	37 32
Total.....	<u>\$629 32</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$7,600 12
Repairs of machinery.....	81 14
Operating.....	7,183 53
Total.....	<u>\$14,864 79</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers.....	\$11,205 18
From freight.....	14,240 29
From other sources.....	1,594 12
Total.....	<u>\$27,039 59</u>

## 2D. RECEIPTS.

From passengers.....	\$11,205 18
From freight.....	14,240 29
Mail.....	\$622 12
Express.....	900 00
Rents.....	72 00
	<u>1,594 12</u>
Total.....	<u>\$27,039 59</u>

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$14,864 79
For interest.....	8,580 75
Use of rolling stock.....	3,657 38
Total.....	<u>\$27,102 92</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM M. HOLMES.....	Greenwich.
ROBERT W. LOWBER.....	Greenwich.
HENRY L. MOWRY.....	Greenwich.
EDWIN ANDREWS.....	Greenwich.
WALDEN EDDY.....	Greenwich.
WM. L. COZZENS.....	Greenwich.
WHITESIDE HILL.....	Greenwich.
ABRAM REYNOLDS.....	Greenwich.
WM. D. ROBERTSON.....	Argyle.
ADAM COTTRELL.....	Easton.
ANDREW THOMPSON.....	Easton.
E. H. GIBSON.....	Greenwich.
ERASTUS D. CULVER.....	New York.

WM. M. HOLMES..... President.

D. W. MANDELL..... Treasurer, Secretary and Engineer.

H. H. WARNER..... Superintendent.

Communications intended for this company should be addressed, Greenwich, Washington county, N. Y.

have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have as far as practicable, and believe them to be correct.

(Signed) DANIEL W. MANDELL, *Sec'y and Treas.*  
HENRY H. WARNER, *Superintendent.*

(No. 78.)

# **HARLEM EXTENSION,**

LESSER.

NT, }  
y, } ss.

President, and LOUIS F. ROOT, Treasurer of the Harlem Extension Coal Transportation Company, being severally sworn, each for and says, that the statements in the annexed report, which has of them, at the end thereof, are true and correct, according to ledge, information, and belief.

(Signed) R. C. ROOT,  
L. F. ROOT.

n to before me, }  
January, 1879. }

GEORGE F. GRAVES,  
*Notary Public.*

## STOCK AND DEBTS.

right in for bondholders. No organization as yet, and the operators not know anything about the above items of stock and debts.

## COST OF ROAD AND EQUIPMENT.

.....	\$9,000 00
ading iron.....	500 00
ht stations, buildings and fixtures.....	250 00
, and fences.....	1,000 00
tures and snow plows.....	1,940 00
ad and equipment.....	\$12,690 00

1873, the Harlem Extension Railroad was consolidated with the New York and Boston Railway Company, under the name of the New York, Boston and Company. A mortgage upon the Harlem Extension Railroad was foreclosed in the hands of the trustee of the bondholders, and is operated for extension South Coal Transportation Company.

*State Engineer and Surveyor.*



## CHARACTERISTICS OF ROAD.

Length of road.....	58 miles.
Length of road in this State .....	53 "
Length of road laid .....	58 "
Length of road laid in this State.....	53 "
Length of double track, including sidings .....	1 "
Weight of rail, per yard, on main track .....	56 pounds.
Number of engines.....	2
Number of first-class passenger cars.....	2
Number of baggage, mail, and express cars.....	1
Length of main line of road from Chatham Four Corners, N. Y., to Bennington, Vt.....	58 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	33,176
Number of miles run by freight trains.....	35,960
Number of passengers (all classes) carried in cars.....	28,076
Number of miles traveled by passengers, or number of passengers carried one mile .....	557,520
Number of tons, of 2,000 pounds, of freight carried in cars.....	41,910
Total movement of freight, or number of tons carried one mile .....	1,676,400
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	18
Rate of speed of same when in motion .....	25
Average rate of speed adopted by freight trains, including stops .....	12
Rate of speed of same when in motion .....	16

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	10,477
Manufactures .....	5,239
Merchandise .....	5,987
Coal .....	6,740
Other articles .....	13,467
Total .....	41,910

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers.....	3 cents.
For first-class way.....	3 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron .....	\$12,345 84
Repairs of bridges .....	7,916 83
Repairs of buildings.....	95 40
Repairs of fences and gates .....	446 78
Taxes on real estate .....	1,415 00
Total .....	\$22,219 85

## EXPENSES OF REPAIRS OF MACHINERY.

Repairs and hire of engines and tenders .....	\$9,233 17
Repairs of passenger and baggage cars.....	282 22
Total .....	\$9,515 39

## EXPENSES OF OPERATING THE ROAD.

ionery, etc.....	\$4,328 14
.....	5,324 33
and switchtenders .....	728 87
e and brakemen .....	3,412 13
men .....	3,137 26
r of preparing for use.....	6,404 02
gines and tenders.....	568 01
goods and baggage.....	15 00
, including damages by fire and cattle killed on .....	633 65
lence.....	1,093 59
.....	1,560 68
.....	<u>\$27,705 68</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

ed, etc.....	\$22,219 85
.....	9,515 39
.....	27,705 68
.....	<u>\$59,440 92</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

s .....	\$11,122 99
.....	43,975 44
nces .....	3,424 59
.....	<u>\$58,523 02</u>

s .....	\$11,122 99
.....	43,975 44
.....	\$2,661 59
.....	500 00
.....	263 00
.....	<u>3,424 59</u>
.....	<u>\$58,523 02</u>

## I THAN FOR CONSTRUCTION.

on expenses .....	<u>\$59,440 92</u>
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## ACCIDENTS.

.....	Killed.
.....	<u>1</u>

atement of the date of each accident, the place where it occurred,  
e and the extent of the injuries inflicted upon each person, and  
erson, as follows :

ichael Guiltinan, brakeman, caught his foot in frog, when pulling  
king up, at Berlin station, and was instantly killed.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

R. C. ROOT.....	New York.
JOSEPH WOODWARD.....	New York.
JOHN HARPER BARNELL.....	New York.
SAMUEL CADY ROOT.....	New York.

R. C. ROOT.....	President, New York.
LOUIS F. ROOT.....	Treasurer, New York.
JOHN HARPER BARNELL.....	Secretary, New York.

Communications intended for this company should be addressed, R. C. Root, No. 57 Liberty street, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. C. ROOT, *President.*  
L. F. ROOT, *Treasurer.*

(No. 79.)

## HARLEM RIVER AND PORT CHESTER.

STATE OF NEW YORK, }  
New York County, } ss.:

WM. A. BURROUGHS, Treasurer, and JOHN T. MOODY, acting Superintendent of operations of the Harlem River and Port Chester Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WM. A. BURROUGHS.  
JOHN T. MOODY.

Subscribed and sworn to before me, }  
this 9th day of November, 1878. }

E. C. ROBINSON,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,000 00
Amount of stock subscribed.....	421,600 00
Amount paid in, as by last report.....	42,160 00
Total amount now paid in of capital stock.....	42,160 00
Funded debt, as by last report.....	2,000,000 00
Total amount now of funded debt.....	2,000,000 00
Floating debt, as by last report.....	479,483 21
The amount now of floating debt.....	479,483 21
Total amount now of funded and floating debt.....	2,479,483 21
Average rate, per annum, of interest on funded debt.....	6½ per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry .....	\$646,188 38	\$646,188 38
.....	296,157 91	296,157 91
including iron.....	422,440 96	422,440 96
ght stations, buildings and		
.....	51,544 36	51,544 36
es, machine shops, machinery		
.....	28,958 68	28,958 68
, and fences .....	594,662 86	594,662 86
encies .....	75,143 56	75,143 56
.....	11,653 51	11,653 51
rest, printing, etc.....	154,438 63	154,438 63
.....	240,454 36	240,454 36
nd and equipment .....	\$2,521,643 21	\$2,521,643 21

## CHARACTERISTICS OF ROAD.

.....	21.00 miles.
is State .....	21.00 "
.....	11.8 "
in this State .....	11.8 "
ack, including sidings.....	16.66 "
yard, on main track .....	62 pounds.
houses and shops.....	1
of road from Harlem river to junction, N. Y.,	
R.....	11.8 miles.

er and Port Chester Railroad is leased to the New York, New  
 Railroad, and all its operations are included in the report of

## EARNINGS, CASH RECEIPTS AND PAYMENTS.\*

pays \$130,000 interest to the parties holding the H. R. and P. C. R. R.  
 ds are guaranteed, principal and interest, by the former company. The  
 ck and pays no dividends. The floating debt is due to the lessee.  
*State Engineer and Surveyor.*



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILSON G. HUNT.....	New York.
A. R. VAN NEST.....	New York.
GEORGE N. MILLER.....	New York.
JOHN HUNTER.....	Westchester, N. Y.
W. D. BISHOP.....	Bridgeport, Conn.
NATH'L WHEELER.....	Bridgeport, Conn.
E. I. SANFORD.....	New Haven, Conn.
E. H. TROWBRIDGE.....	New Haven, Conn.
C. M. POND.....	Hartford, Conn.
E. M. REED.....	New Haven, Conn.
W. E. BARNETT.....	New Rochelle, N. Y.
G. B. CARHART.....	Brooklyn, N. Y.

WILSON G. HUNT.....	President.
WM. A. BURROUGHS.....	Treasurer.
W. E. BARNETT.....	Secretary.
JNO. T. MOODY.....	Superintendent.

Communications intended for this company should be addressed, W. E. BARNETT, Secretary H. R. and P. C. R. R., Grand Central Depot, New York City.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) WM. A. BURROUGHS, *Treasurer.*  
JNO. T. MOODY, *Superintendent.*

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(No. 80.)

## HUDSON SUSPENSION BRIDGE AND NEW ENGLAND.

STATE OF NEW YORK, }  
New York County, } ss.:

JOHN Q. HOYT, Vice-President of the Hudson Suspension Bridge and New England Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN Q. HOYT.

Subscribed and sworn to before me, }  
this 14th day of January, 1879. }

ISAAC L. GENSLEY,  
Notary Public, No. 72, New York County.

## STOCK AND DEBTS.

by charter .....	\$10,000,000 00
subscribed .....	255,300 00
by last report .....	255,300 00
paid in of capital stock .....	255,300 00
by last report .....	127,804 34
floating debt .....	127,804 34
of funded and floating debt .....	127,804 34
annum, of interest on funded debt .....	7 per cent.

## ROAD NOT CONSTRUCTED.

of road from the Erie Railway, at or near Connecticut State line at North Salem .....	37 miles.
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## S AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	New York.
.....	New York.
.....	New York.
.....	New York.
.....	Brooklyn, L. I.
.....	New York.
.....	Brooklyn, L. I.
.....	New York.
.....	New York.
.....	Englewood, N. J.
.....	Wilmington, Del.
.....	Newark, N. J.
.....	President.
.....	Vice-President.
.....	Treasurer.
.....	Secretary.
.....	Engineer.

intended for this company should be addressed, Nos. 31 and 33  
York city.

has caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and has  
as practicable, and believes them to be correct.

(Signed) JOHN Q. HOYT, *Vice-President.*



(No. 81.)

## ITHACA, AUBURN AND WESTERN.

STATE OF NEW YORK, }  
*City and County of New York,* } ss.:

GEORGE W. FARLEE, Treasurer of the Ithaca, Auburn and Western Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE W. FARLEE.

Subscribed and sworn to before me, }  
 this 12th day of November, 1878. }

E. P. DUTCHER,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,000,000 00
Amount of stock subscribed .....	970,000 00
Amount paid in, as by last report .....	970,000 00
Total amount now paid in of capital stock .....	970,000 00
Funded debt, as by last report .....	509,990 00
Total amount now of funded debt .....	517,090 00
Total amount now of funded and floating debt* .....	517,090 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment .....	\$1,480,090 00†	\$1,487,090 00†

## CHARACTERISTICS OF ROAD.

Length of road .....	26.57 miles.
Length of road in this State .....	26.57 "
Length of road laid .....	26.57 "
Length of road laid in this State .....	26.57 "
Length of double track, including sidings .....	1.38 "
Weight of rail, per yard, on main track .....	56 pounds.
Length of main line of road from Ithaca to Auburn .....	36 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.†

(See report of Utica, Ithaca and Elmira Railroad Company.)

\* \$498,990 are second mortgage income bonds for three years, or until 1880; and \$19,000 are first mortgage bonds at seven per cent, payable in June and December.

† In last printed report, second mortgage bonds reads interest bonds instead of income bonds. The latter is correct.

† Represents stock and bonds as follows:

Capital stock .....	\$970,000 00
Second mortgage income bonds .....	498,990 00
First mortgage income bonds .....	19,000 00
Total .....	\$1,487,000 00

† NOTE.—This road is used by the Utica, Ithaca and Elmira Railroad Company, without compensation, beyond keeping it in order.

*State Engineer and Surveyor.*

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	New York City.
.....	Middletown, N. Y.
.....	Philadelphia, Pa.
.....	New York City.
.....	Brooklyn, N. Y.
.....	New York City.
.....	New York City.
.....	New York City.
.....	Englewood, N. J.
.....	Brooklyn, N. Y.

.....	President.
.....	Treasurer.
.....	Secretary.

intended for this company should be addressed, FREDERICK T.  
 o. 20 Nassau street, New York city.

has caused the foregoing statements to be prepared by the  
 agents of this company, from the books and records, and has  
 far as practicable, and believes them to be correct.

(Signed) GEO. W. FARLEE, *Treasurer.*

(No. 82.)

## JERSEY CITY AND ALBANY.

JERSEY, }  
 ty, } ss.:

, President, and DELOS E. CULVER, Manager of the Jersey City  
 y Company, being severally sworn, each for himself, deposes and  
 ments in the annexed report, which has been signed by each of  
 ereof, are true and correct, according to the best of his knowledge,  
 lief.

(Signed) CHARLES SIEDLER,  
 DELOS E. CULVER.

orn to before me, }  
 November, 1878, }

E. D. GILMORE,

*Master in Chancery of New Jersey.*

## STOCK AND DEBTS.

y charter.....	\$5,000,000 00
bscribed .....	199,400 00
aid in of capital stock.....	199,400 00



This company was reorganized on the 14th of September, 1878. By the terms of the reorganization the stock of the company was fixed at \$5,000,000. A mortgage is authorized, under which bonds secured thereby may be issued as follows :

First mortgage preferred bonds .....	\$100,000
First mortgage income bonds. ....	500,000
First mortgage bonds .....	<u>4,600,000</u>

The proceeds of the first mortgage preferred bonds must be used to pay expenses of foreclosure, and complete the road to Haverstraw.

The first mortgage income bonds are to be issued in exchange for such Rockland Central Railroad Company, and Ridgefield Park Railroad Company first mortgage bonds, as shall have paid an assessment of one per cent previous to the time fixed by the reorganization committee.

Interest on the first mortgage preferred bonds, seven per cent in gold. These bonds are redeemable by the company at pleasure, by paying par and interest, and five per cent premium on the principal in gold, at any time within ten years.

The first mortgage income bonds will receive net earnings as interest after interest on the preferred mortgage bonds and expenses of operating, managing, and maintaining the road shall have been paid, not exceeding six per cent in any one year.

The first mortgage bonds receive six per cent interest in gold, but cannot be issued except at the rate of \$30,000 per mile of finished railroad over and above the first 25 miles of track laid.

None of the above classes of bonds have yet been issued ; but it is the intention of the company to immediately issue the \$100,000 of first mortgage preferred bonds, and the \$500,000 of first mortgage income bonds.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$314,423 94	.....
For bridges .....	10,967 63	.....
Superstructure, including iron.....	272,322 72	.....
Passenger and freight stations, buildings and fixtures .....	27,843 98	.....
Engine and car houses, machine shops, machinery and fixtures.....	7,735 38	.....
Land, land damages, and fences .....	39,601 07	.....
Engineering and agencies .....	66,998 61	.....
Total cost of road and equipment ....	\$739,893 33	\$699,400 00

The New Jersey portion of the Jersey City and Albany Railroad was sold June 22, 1877, at the Court House in Hackensack, Bergen County, N. J., to Delos E. Culver. Sale was confirmed by Circuit Court, February 26, 1878. Deed was made and delivered August 17, 1878.

The New York portion of the Jersey City and Albany Railroad was sold at the Court House, New City, Rockland County, N. Y., to Delos E. Culver, November 23, 1877. Deed was made November 23, 1877. Deed was actually delivered to Delos E. Culver, by the master, August 17, 1878.

## CHARACTERISTICS OF ROAD.

.....	147 miles.
is State .....	123 "
.....	13 "
in this State.....	1 "
uck, including sidings.....	5 "
ward, on main track .....	56 pounds.
of road from Jersey City to Albany.....	147 miles.

refer to the Receivers of the New Jersey Midland Railway

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

R.....	Jersey City, N. J.
RY.....	Jersey City, N. J.
R.....	Jersey City, N. J.
.....	Newark, N. J.
ART.....	Paterson, N. J.
OTS.....	Pittstown, N. J.
TON.....	New York City.
T.....	New York City.
NGER.....	New York City.
.....	New York City.
N.....	Blauveltville, N. Y.
AN.....	Englewood, N. J.
TED.....	Norwalk, Ct.
LER.....	President, Jersey City, N. J.
POTS.....	Treasurer, Pittstown, N. J.
VER.....	Secretary, Jersey City, N. J.
ER.....	Engineer, Jersey City, N. J.
ER.....	Manager, Jersey City, N. J.

attended for this company should be addressed, DELOS E. CULVER,  
street, Jersey City, Hudson county, N. J.

have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
as practicable, and believe them to be correct.

(Signed) CHARLES SIEDLER, *President*.  
DELOS E. CULVER, *Manager and Secretary*,



(No. 83.)

## JERSEY CITY AND ALBANY,

LESSEE.

RECEIVER'S OFFICE,  
NEW JERSEY MIDLAND RAILWAY,  
NEW YORK, Jan. 17, 1879.

E. D. SMALLEY, Esq.,

*Deputy State Engineer and Surveyor, Albany:*

SIR—This road did not run a car or an engine on the Jersey City and Albany Railroad, within the State of New York, during the past two years, and consequently have nothing to report.

Respectfully,

J. W. McCULLOCH, *Receiver.*

(No. 84.)

## JUNCTION.

STATE OF NEW YORK, }  
New York City and County, } ss.:

WILLIAM H. VANDERBILT, President of the Junction Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. H. VANDERBILT.

Subscribed and sworn to before me, }  
this 19th day of December, 1878. }

I. P. CHAMBERS,

*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$250,000 00
Amount of stock subscribed .....	250,000 00
Amount paid in, as by last report .....	214,600 00
Total amount now paid in of capital stock .....	214,600 00

The road of this company was leased to the New York Central and Hudson River Railroad Company on the 10th day of April, 1875. That company has used its own motive power and rolling stock in operating the road, and will include in its own report the doings in transportation, etc.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry .....	\$41,922 04	\$41,922 04
.....	1,380 00	1,380 00
laid all steel rails.....	91,642 86	91,642 86
and fences .....	79,665 10	79,665 10
and equipment .....	\$214,610 00	\$214,610 00

## CHARACTERISTICS OF ROAD.

.....	8.50 miles.
s State.....	8.50 "
.....	7.67 "
n this State.....	7.67 "
ck, including sidings .....	8.91 "
ard, on main track (all steel).....	65 pounds.
f road from the main line of the New York Cen- River Railroad at East Buffalo to the Niagara me railroad at the International bridge across ack Rock .....	8.50 miles.

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ILT.....	New York.
ILT.....	New York.
ERILT.....	New York.
ANDERBILT.....	New York.
.....	New York.
ER.....	New York.
.....	New York.
PEW.....	New York.
STER.....	Albany, N. Y.
N.....	Saratoga Springs, N. Y.
VEY.....	Rochester, N. Y.
ST.....	Buffalo, N. Y.
L.....	New York.
DERBILT.....	President.
ORCESTER.....	Secretary.

attended for this company should be addressed, E. D. Wor-  
rand Central Depot, New York.

has caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and has  
as practicable, and believes them to be correct.

(Signed) W. H. VANDERBILT, *President.*



(No. 85.)

## KINGS BRIDGE AND YONKERS.

STATE OF NEW YORK, }  
*New York County,* } ss.:

SAMUEL CONOVER, acting Superintendent of operations of the Kings Bridge and Yonkers Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) SAMUEL CONOVER.

Subscribed and sworn to before me, }  
 this 15th day of November, 1878. }

T. L. JONES,

*Notary Public, No. 21.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$250,000 00
Amount of stock subscribed .....	250,000 00
Amount paid in, as by last report .....	400 00
Total amount now paid in of capital stock .....	400 00

## CHARACTERISTICS OF ROAD.

Length of road .....	4.50 miles.
Length of road laid in this State .....	4.50 "
Length of main line of road from Kings Bridge to Yonkers .....	4.50 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

NICHOLAS H. DECKER .....	New York City.
NICHOLAS F. PALMER, JR. ....	New York City.
M. M. CALEB .....	New York City.
JAS. W. QUINTARD .....	New York City.
THOS. L. RAYMOND .....	Orange, N. J.
GEORGE W. QUINTARD .....	New York City.
WALTER STANTON .....	New York City.
THOMAS C. CAMPBELL .....	New York City.
SAM'L G. COURTNEY .....	New York City.
ROBERT SCHELL .....	New York City.
SAMUEL CONOVER .....	New York City.
HENRY B. HARRISON .....	Saratoga Springs.
JOSEPH H. GOODWIN .....	Kings Bridge.

NICHOLAS H. DECKER..... President, 252 Fifth avenue, New York.

SAMUEL CONOVER..... Treasurer and Secretary, 165 W. 10th street, New York.

Communications intended for this company should be addressed, SAMUEL CONOVER, 165 West 10th street, New York.

igned has caused the foregoing statements to be prepared by the  
s and agents of this company, from the books and records, and has  
n as far as practicable, and believes them to be correct.

(Signed) SAM. CONOVER, *Secretary*.

(No. 86.)

### KINGS COUNTY.

NEW YORK, }  
County, } ss.:

ENGEMAN, President, and WILLIAM A. ENGEMAN, acting Superintendent  
of the Kings County Railroad Company, being severally sworn, each  
poses and says, that the statements in the annexed report, which has  
by each of them, at the end thereof, are true and correct, according  
his knowledge, information, and belief.

(Signed) GEORGE H. ENGEMAN,  
WILLIAM A. ENGEMAN.

and sworn to before me, }  
y of November, 1878. }

D. S. QUIMBY, Jr.,  
*Notary Public, Kings County.*

### STOCK AND DEBTS.

as by charter .....	\$30,000 00
stock subscribed .....	30,000 00
now paid in of capital stock .....	3,000 00

### CHARACTERISTICS OF ROAD.

l, about .....	3 miles.
l in this State, about .....	3 "
a line of road from Coney Island to Parkville, about..	3 miles.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM A. ENGEMAN .....	Coney Island.
GEORGE H. ENGEMAN .....	Coney Island.
HOWARD FITZPATRICK .....	Coney Island.
CHARLES SHERWOOD .....	Coney Island.
MICHAEL BIRMINGHAM .....	Coney Island.
JOHN BIRMINGHAM .....	Coney Island.
JOSEPH HOOK .....	Coney Island.
GERARD W. RYDER .....	Coney Island.
JOHN P. KEARNS .....	Coney Island.
WASHINGTON WILLIS .....	Gravesend.
BEREND BAAS .....	Gravesend.
JACOB WEISER .....	Coney Island.
A. H. BATTERSBY .....	Gravesend.
GEORGE H. ENGEMAN .....	President.
WILLIAM A. ENGEMAN .....	Treasurer.
WILLIAM H. STILLWELL .....	Secretary and Engineer.
WILLIAM A. ENGEMAN .....	Superintendent.

Communications intended for this company should be addressed, WILLIAM A. ENGEMAN, No. 327 Washington street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE H. ENGEMAN,  
WILLIAM A. ENGEMAN.

(No. 87.)

## KINGS COUNTY CENTRAL.

STATE OF NEW YORK, }  
Kings County, } ss.:

J. L. BERGEN, President, and ALBERT G. ROPES, acting Superintendent of the Kings County Central Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. L. BERGEN,  
ALBERT G. ROPES.

Subscribed and sworn to before me, }  
this 11th day of January, 1879. }

G. W. GOMBERS,  
Notary Public, Kings County.

## STOCK AND DEBTS.

.....	\$500,000 00
ubscribed.....	80,000 00
s by last report .....	80,000 00
paid in of capital stock*.....	80,000 00
y last report .....	25,000 00
of funded debt†.....	75,000 00
y last report .....	3,700 00
floating debt .....	7,000 00
of funded and floating debt†.....	82,000 00
annum, of interest on funded debt.....	7 per cent.

ed by the New York, Bay Ridge and Jamaica Railroad Company,  
e operations being reported in connection with and included in  
d not yet completed.

## COST OF ROAD AND EQUIPMENT.

s kept. Whole work was done by contractors, and agreed to be  
onds. Not yet completed, and no full adjustment has been had.

## CHARACTERISTICS OF ROAD.

.....	7.50 miles.
his State .....	7.50 "
.....	3.25 "
l in this State.....	3.25 "
yard, on main track.....	40 pounds.
e of road from Prospect Park to Coney Island....	7.50 miles.

## RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

S.....	Flatlands.
ENT.....	Brooklyn.
LD.....	Brooklyn.
.....	Brooklyn.
EY.....	Brooklyn.
ES.....	Brooklyn.
.....	New York.
BERGEN .....	President, Flatbush.
ELINT .....	Treasurer and Secretary, New York.

have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
as far as practicable, and believe them to be correct.

(Signed) J. L. BERGEN, *President.*  
ALBERT G. ROPES, *Acting Supt.*

on account of work.  
n to loans upon bonds and unsettled claims for right of way.  
those held as collateral.



(No. 88.)

## LAKE CHAMPLAIN AND MORIAH.

STATE OF NEW YORK, }  
County, } ss.:

JOHN B. BRINSMADE, Treasurer, and E. B. HEDDING, acting Superintendent of operations of the Lake Champlain and Moriah Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. B. BRINSMADE.  
E. B. HEDDING.

Subscribed and sworn to, by J. B. }  
Brinsmade, before me, this 29th }  
day of November, 1878.

D. R. HITCHCOCK,

*Notary Public for Rockland and New York Counties.*STATE OF NEW YORK, }  
Essex County, } ss.:

Subscribed and sworn to before me, }  
by said E. B. Hedding, this 15th }  
day of November, 1878.

S. C. ATWELL,

*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in, as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt, as by last report.....	104,000 00
Total amount now of funded debt.....	73,000 00
Floating debt, as by last report.....	214 58
Total amount now of funded and floating debt.....	73,000 00
Average rate, per annum, of interest on funded debt.....	7 per ct. gold.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$116,653 61	\$116,653 61
For bridges .....	23,058 86	23,058 86
Superstructure, including iron .....	78,935 69	78,935 69
Passenger and freight stations, buildings and fixtures .....	7,693 68	7,693 68
Engine and car houses, machine shops, machinery and fixtures.....	44,826 43	47,062 48
Land, land damages, and fences.....	30,662 32	31,122 11
Locomotives and fixtures, and snow plows .....	76,559 20	76,559 20
Passenger and baggage cars.....	1,540 34	1,540 34
Freight and other cars.....	66,677 72	73,561 47
Engineering and agencies.....	5,648 72	5,681 72
Total cost of road and equipment.....	\$452,256 57	\$461,869 16

.....  
 .....

THE YEAR .....

.....  
 .....

2,000 .....  
 freight of .....  
 .....

.....  
 .....

.....  
 .....

AMOUNT OF FEE .....

.....  
 .....

FOR FEE .....

.....  
 .....

- Agents
- Porters,
- Conductors,
- Enginemen and
- Fuel: cost and labor
- Oil and waste for engine
- Oil and waste for freight car
- Damage for injuries of persons
- Damage to property, including dam.
- General superintendence.....
- Contingencies .....

Totals .....



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$5,398 73	.....	\$5,398 73
Repairs of bridges.....	1,966 17	.....	1,966 17
Cost of iron used in repairs.....	847 23	.....	847 43
Repairs of buildings.....	102 58	.....	102 58
Taxes on real estate.....	2,180 59	.....	2,180 59
Totals.....	\$10,445 80	.....	\$10,445 80
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$2,064 23	.....	\$2,064 23
Depreciation of engines and tenders.....	520 54	.....	520 54
Repairs of freight cars.....	1,400 67	.....	1,400 67
Repairs of tools and machinery in shops.....	281 64	.....	281 64
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	1,788 71	.....	1,788 71
Totals.....	\$6,055 79	.....	\$6,055 79

## RAILROAD REPORT.

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OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$133 11	.....	\$133 11
Agents and clerks ..... ..	2,155 72	.....	2,155 72
Porters, watchmen, and switchtenders. ....	1,061 04	.....	1,061 04
Conductors, baggage and brakemen. ....	4,530 97	.....	4,530 97
Engine-men and firemen. ....	5,130 34	.....	5,130 34
Fuel: cost and labor of preparing for use. ....	9,243 39	.....	9,243 39
Oil and waste for engines and tenders. ....	856 62	.....	856 62
Oil and waste for freight cars. ....	348 96	.....	348 96
Damage for injuries of persons. ....	29 50	.....	29 50
Damage to property, including damages by fire and cattle killed on road. ....	77 41	.....	77 41
General superintendence. ....	1,631 72	.....	1,631 72
Contingencies. ....	454 07	.....	454 07
<b>Totals. ....</b>	<b>\$25,652 85</b>	<b>.....</b>	<b>\$25,652 85</b>

## SUBDIVISION OF CONTINGENCIES.

Engineering.....	\$399 97
Telegraph line.....	54 10
Total.....	<u>\$454 07</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$10,445 30	.....	\$10,445 30
Repairs of machinery.....	6,055 79	.....	6,055 79
Operating.....	25,652 85	.....	25,652 85
Totals.....	<u>\$42,153 94</u>	.....	<u>\$42,153 94</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$221 01
From freight.....	130,553 89
From other sources.....	49 14
Total.....	<u>\$130,824 04</u>

## 2d. RECEIPTS.

From passengers.....	\$221 01
From freight.....	130,553 89
Telegraph line.....	\$46 14
Material sold.....	3 00
Total.....	<u>\$130,824 04</u>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$42,153 94
For interest.....	3,336 85
For dividends on stock—amount and rate per cent, 12 per cent..	24,000 00
To payments to surplus fund.....	18,946 81
Bonds redeemed.....	31,000 00
Bonds redeemed, premiums paid.....	2,294 39
Total.....	<u>\$121,731 99</u>
Total amount of surplus fund.....	<u>\$82,591 62</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 21.....	.....	.....	.....	.....	.....	1	.....	1
September 21.....	.....	.....	1	.....	.....	.....	1	.....
Totals.....	.....	.....	1	.....	.....	1	1	1



statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the person, as follows:

George Taylor, run over by ore train, on main line, at the shops in New York; caused by jumping on the side of an ore car for a ride, and struck by wheel so that it had to be amputated.

Thomas Leahey, thrown from dumping car and run over, at New York in a few hours after the accident; accident arose from his

#### AGES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

BRINSMAN.....	Port Henry.
HEBBER.....	New York.
.....	Poughkeepsie.
BRINSMAN.....	Brooklyn.
BRINSMAN.....	President, Port Henry.
BRINSMAN.....	Treasurer and Secretary, Brooklyn.
HEBBER.....	Engineer, Port Henry.
HEDDING.....	Superintendent, Port Henry.

intended for this company should be addressed, J. B. BRINSMAN, New York city, P. O. box 1,005.

I have caused the foregoing statements to be prepared by the agents of this company, from the books and records, and have signed the same as far as practicable, and believe them to be correct.

(Signed) J. B. BRINSMAN, *Treasurer.*  
E. B. HEDDING, *Superintendent.*

(No. 89.)

#### LAKE SHORE AND MICHIGAN SOUTHERN.

NEW YORK, }  
County, } ss.:

WILLIAM D. WORCESTER, Treasurer, and CHARLES PAINE, acting Superintendent of Lake Shore and Michigan Southern Railroad Company, being sworn to before me, each for himself deposes and says, that the statements in the annexed certificate have been signed by each of them at the end thereof, are true to the best of his knowledge, information, and belief.

(Signed) E. D. WORCESTER,  
CHARLES PAINE.

Sworn to before me, }  
December, 1878. }

D. W. PARDEE,

Notary Public, Kings County, certificate filed in New York county.



## STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000,000 00
Amount of stock subscribed.....	50,000,000 00
Amount paid in, as by last report.....	50,000,000 00
Total amount now paid in of capital stock.....	50,000,000 00
Funded debt, as by last report.....	35,000,000 00
Total amount now of funded debt.....	35,750,000 00
Total amount now of funded and floating debt.....	35,750,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction account.....	\$65,435,776 78	\$65,598,776 78
Equipment account.....	14,378,709 04	14,378,709 04
Total cost of road and equipment.....	\$79,814,485 82	\$79,977,485 82

## INCREASE IN CONSTRUCTION.

Real estate purchased — Chicago, etc.....	\$84,000 00
New iron bridge — Toledo.....	79,000 00
Total.....	\$163,000 00

## CHARACTERISTICS OF ROAD.

Length of road.....	540.37 miles.
Length of road in this State.....	69.50 "
Length of road laid.....	540.37 "
Length of road laid in this State.....	69.50 "
Length of double track, including sidings.....	698.09 "
Length of branches owned by the company, laid.....	324.23 "
Weight of rail, per yard, on main track.....	60 pounds.
Number of engine-houses and shops.....	30
Number of engines.....	495
Number of first-class passenger cars.....	144
Number of second-class and emigrant passenger cars.....	35
Number of baggage, mail, and express cars.....	87
Number of freight cars, including coal cars.....	10,066
Number of service cars.....	157
Length of main line of road from Buffalo, N. Y., to Chicago, Ill. ....	540.37 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	2,341,605
Number of miles run by freight trains.....	6,294,004
Number of passengers (all classes) carried in cars.....	2,741,042
Number of miles traveled by passengers, or number of passengers carried one mile.....	133,973,120
Number of tons, of 2,000 pounds, of freight carried in cars.....	5,917,481
Total movement of freight, or number of tons carried one mile.....	1,283,118,977
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	25
Rate of speed of same when in motion.....	30
Average rate of speed adopted by express trains, including stops...	30

of same when in motion .....	35
speed adopted by freight trains, including stops....	10
of same when in motion .....	13
in tons, of passenger trains, exclusive of passengers .....	175
in tons, of freight trains, exclusive of freight.....	425

## AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest .....	466,855
.....	515,748
.....	1,714,886
al products. ....	178,428
.....	389,495
.....	374,727
.....	694,925
.....	558,960
.....	1,023,457
.....	\$5,917,481

FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER  
MILE, AS FOLLOWS:

rough passengers. ....	2.6 cents.
ay passengers. ....	3 "
through passengers .....	2 "
way passengers .....	2 "
rough passengers .....	.89 "
y passengers .....	1 "
.....	2 1/4 "



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$977,825 48	\$283,569 38	\$694,256 10
Repairs of bridges .....	164,742 62	47,775 35	116,967 27
Repairs of telegraph .....	16,447 72	4,769 84	11,677 88
Cost of iron used in repairs .....	444,409 01	128,878 61	315,530 40
Repairs of buildings .....	166,561 39	48,302 80	118,258 59
Repairs of fences and gates .....	19,621 96	5,690 36	13,931 60
Taxes on real estate .....	480,974 14	139,482 50	341,491 64
Totals .....	\$2,270,582 82	\$658,468 84	\$1,612,113 48
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$518,436 15	\$150,346 48	\$368,089 67
Repairs of passenger and baggage cars .....	681,329 51	26,900 00	654,429 51
Repairs of freight cars .....			
Totals .....	\$1,199,765 66	\$177,256 48	\$1,022,519 18

## RAILROAD REPORT.

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		Passenger transportation.	Freight transportation.
Office, train and station supplies.....	\$145,632 29	\$42,233 36	\$103,398 93
Agents and clerks.....			
Labor: loading and unloading freight.....			
Porters, watchmen, flagmen and switchtenders.....	1,613,323 79	467,863 90	1,145,459 89
Wood, coal and water station attendance.....			
Conductors, baggage and brakemen.....	546,733 94	158,262 84	387,471 10
Enginemen and firemen.....	624,786 54	180,188 09	444,598 45
Fuel: cost and labor of preparing for use.....	929,980 95	269,694 48	660,286 47
Oil and waste for engines and tenders.....			
Oil and waste for freight cars.....	107,886 23	31,287 00	76,599 23
Oil and waste for passenger and baggage cars.....			
Loss and damage of goods and baggage.....	29,538 50	8,565 76	20,972 74
Damage for injuries of persons except the Astabula accident.....	33,340 40	9,668 72	23,671 68
Damage to property, including damages by fire and cattle killed on road.....	9,962 74	2,889 19	7,073 55
General superintendence, and clerks and all general officers.....	222,687 62	64,579 41	158,108 21
Contingencies.....	755,506 24	157,792 95	597,713 29
Totals.....	\$5,018,379 24	\$1,393,025 70	\$3,625,353 54



## SUBDIVISION OF CONTINGENCIES.

Contingencies .....	\$9,123 73
Gas-light account.....	27,030 02
Law expenses .....	51,557 35
New York offices .....	16,380 43
Rents payable.....	71,496 25
Outside agencies and advertising .....	213,744 98
Hire of cars balance .....	366,173 48
<b>Total .....</b>	<b>\$755,506 24</b>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$2,270,582 32	\$658,468 84	\$1,612,113 48
Repairs of machinery .....	1,199,765 66	177,246 48	1,022,519 18
Operating.....	5,018,379 24	1,393,025 70	3,625,353 54
<b>Totals. ....</b>	<b>\$8,488,727 22</b>	<b>\$2,228,741 02</b>	<b>\$6,259,986 20</b>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$3,120,325 75
From freight.....	9,959,025 08
From other sources.....	877,820 64
<b>Total .....</b>	<b>\$13,957,171 47</b>

## 2d. RECEIPTS.

From passengers.....	\$3,120,325 75
From freight.....	9,959,025 08
Express.....	\$264,474 00
Mails .....	499,310 79
Rents .....	55,191 31
All other sources .....	58,844 54
	877,820 64
<b>Total .....</b>	<b>\$13,957,171 47</b>





*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1877.

October 19. E. Palmer, brakeman, squeezed through chest, coupling cars near Farnham.

October 29. L. N. Fairbanks, fireman, arm scalded while oiling engine at Buffalo.

November 5. Martin Stafford, employe, injured his knee on a stone at Erie, and caught cold in it.

November 6. Thomas Button, struck by train while crossing track at Dunkirk; leg shattered.

November 17. John Demaske, Buffalo, laborer, killed while crossing track.

November 17. Louis Teggetz, laborer, struck by train and killed while crossing track at Buffalo.

December 17. G. Ahnest, peddler, struck by train while crossing track at Buffalo, and killed.

December 21. Jas. Lahan, Dunkirk School, by stealing a ride, head slightly cut.

1878.

January 1. George Rightenburgh, Buffalo, struck by train while walking on track, and killed.

January 2. P. Kelman, cabinetmaker, Buffalo, leg broken while climbing over the bumpers of a freight train.

January 3. F. J. Barlow, passenger, near Dunkirk, fell from train and killed while standing on platform.

January 13. Patrick Fitzgerald, switchman, Dunkirk, struck by train; bruised.

March 5. Michael Connell, brakeman, Buffalo, lost three fingers, coupling cars.

March 13. Wm. Ferguson, Buffalo, brakeman, badly squeezed, coupling cars.

March 17. Philip Stall, near Moran's Station, walking on track; foot crushed and right arm broken.

April 2. Jacob Smith, Buffalo, stealing a ride at Buffalo; fell from train and killed.

April 11. Patrick McEwen, boy, stealing a ride at Dunkirk; bad scalp wound

May 28. Dennis Loughlin, Buffalo, picking up coal from cars; was knocked and killed.

June 5. S. W. Rose, trespasser, walking on track near Irving; killed.

July 14. Patrick Delaney, boy, stealing a ride at Buffalo; killed.

July 20. Moses Conjocherty, Irving Station, walking on track; struck by train; leg broken.

July 25. Mrs. D. B. Ellis, passenger, stone thrown through window by an unknown person; gash cut on top of her head.

August 9. John P. Murphy, State Line, brakeman, jumped from train; leg broken.

August 9. Edwin Hinkley, engineer, State Line, jumped from his engine; badly bruised.

August 14. N. P. Shaw, engineer, Dunkirk, fell from his engine and broke his arm.

August 26. Emil Beyer, boy, stealing a ride at Buffalo; killed.

September 7. E. W. Fellows, Dunkirk, walking on track; struck by train; bruised.

September 8. Thomas Regan, Buffalo, stealing a ride; killed.

September 11. W. H. Robinson, Westfield, stealing a ride; killed.

September 13. John Connell, Buffalo, warehouseman, nose broken, unloading a safe.

Besides the above there occurred fifteen other minor injuries, caused by carelessness in coupling cars and jumping from trains.

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

VANDERBILT .....	New York.
VANDERBILT .....	New York.
VANDERBILT .....	New York.
L .....	New York.
.....	New York.
EMAN .....	New York.
ER .....	New York.
TH .....	Cleveland.
.....	Cleveland.
TT .....	Erie.
ED .....	Erie.
S .....	Warren, Pa.
.....	Chicago, Ill.

VANDERBILT .....	President, New York.
WORCESTER .....	{ Treasurer and Secretary, Room 47 Grand Central Depot, New York.
K .....	Engineer, Cleveland.
LYNE .....	Superintendent, Cleveland.

intended for this company should be addressed, EDWIN D.  
er, Room 47, Grand Central Depot, New York.

have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
as practicable, and believe them to be correct.

E. D. WORCESTER, *Treasurer.*

CHARLES PAINE, *Superintendent.*

(No. 90.)

## LAWRENCEVILLE AND ERIE.

YORK, ss. :

, President of operations of the Lawrenceville and Erie Railroad  
orn, deposes and says, that the statements in the annexed re-  
signed by him, at the end thereof, are true and correct, ac-  
of his knowledge, information, and belief.

(Signed) J. F. RUSLING.

orn to before me, }  
December, 1878. }

ELAM WATSON,

*Justice of the Peace.*



## STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	10,000 00
Amount paid in, as by last report.....	1,000 00
Total amount now paid in of capital stock.....	<u>1,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Engineering and agencies .....	<u>\$1,000 00</u>	<u>\$1,000 00</u>

## CHARACTERISTICS OF ROAD.

Length of road .....	10 miles.
Length of road in this State .....	<u>9 "</u>

## NAMES AND RESIDENCES OR OFFICERS OF THE COMPANY.

*Directors.*

JOSEPH F. RUSLING.....	Lawrenceville, Pa.
J. FOSTER PARKHURST .....	Bath, N. Y.
GEORGE M. DIVEN .....	Elmira, N. Y.
CHARLES L. MCALPINE.....	Elmira, N. Y.
CHAUNCEY M. BEADLE.....	Elmira, N. Y.
JAMES A. TOWNER .....	Elmira, N. Y.
EDWARD B. YOUNG.....	Elmira, N. Y.
GRIFFIN D. PALMER.....	Elmira, N. Y.
ORESMUS M. WIXON .....	Elmira, N. Y.
THOMAS S. LOSIE.....	Elmira, N. Y.
MALCOLM M. COMSTOCK.....	Elmira, N. Y.
HECTOR L. MILLER.....	Elmira, N. Y.

JOSEPH F. RUSLING.....	President.
GEO. M. DIVEN.....	Treasurer.
CHAUNCEY M. BEADLE.....	Secretary.
CHARLES L. MCALPINE.....	Engineer.

Communications intended for this company should be addressed, J. F. RUSLING, Lawrenceville, Tioga county, Pa.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. F. RUSLING, *President.*

(No. 91.)

## LOCKPORT AND BUFFALO.

STATE OF NEW YORK, }  
Niagara County, } ss.:

THOMAS T. FLAGLER, President of the Lockport and Buffalo Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has

and, at the end thereof, are true and correct, according to the best information, and belief.

(Signed) T. T. FLAGLER.

born to before me, }  
November, 1878. }

E. C. HART, *Notary Public*.

## STOCK AND DEBTS.

.....	\$200,000 00
scribed.....	200,000 00
by last report.....	103,460 00
aid in of capital stock .....	<u>104,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
.....	\$13,547 81	\$13,647 81
ts, crossings, etc.....	10,136 94	10,259 31
uding iron .....	13,396 11	13,617 30
s, and fences .....	66,646 70	68,211 45
.....	4,219 52	4,443 02
.....	2,976 08	4,420 90
and and equipment.....	<u>\$110,923 16</u>	<u>\$114,599 79</u>

## CHARACTERISTICS OF ROAD.

.....	13.18 miles.
his State.....	13.18 "
of road from city of Lockport to Niagara river	
. Y. ....	<u>13.18 "</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

FLAGLER .....	Lockport.
FLETCHER.....	Lockport.
.....	Lockport.
D. ....	Lockport.
.....	Tonawanda.
Jr. ....	Lockport.
ENTER .....	Lockport.
.....	Lockport.
N. ....	Lockport.
FOGLE.....	Lockport.
LOCK .....	Lockport.
.....	Lockport.
ER .....	Lockport.
FLAGLER .....	President, Lockport.
E FLAGLER .....	Treasurer, Lockport.
WARD .....	Secretary, Lockport.
.....	Engineer, Lockport.



Communications intended for this company should be addressed, J. A. WARD, Secretary, No. 91 Main street, Lockport, Niagara county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) T. T. FLAGLER, *President.*

(No. 92.)

LONG ISLAND.

STATE OF NEW YORK, }  
*Queens County,* } ss.:

THOS. R. SHARP, President and Receiver, and S. SPENCER, acting Superintendent of operations of the Long Island Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. R. SHARP,  
 S. SPENCER.

Subscribed and sworn to before me, }  
 this 30th day of December, 1878. }

WM. S. TOWNSEND (96),

*Notary Public, N. Y. Co. (certificate filed in Queens Co.).*

STOCKS AND DEBTS.

Capital stock, as by charter.....	\$3,300,000 00
Amount of stock subscribed.....	3,260,600 00
Amount paid in, as by last report.....	3,260,600 00
Total amount now paid in of capital stock.....	3,260,000 00
Funded debt, as by last report.....	1,853,850 00
Total amount now of funded debt.....	1,881,750 00
Floating debt, as by last report.....	952,367 31
The amount now of floating debt.....	1,157,860 70
Total amount now of funded and floating debt.....	3,039,610 70
Average rate, per annum, of interest on funded debt.....	7 per cent.

Seventy-six thousand five hundred dollars Atlantic avenue certificates, included in the funded debt of \$1,881,750, are held as collateral security for a portion of the floating debt.

On October 23, 1877, the receiver was appointed, and took possession of the property October 26th, and, as near as can be ascertained, the floating debt of the company at that date was \$1,103,309.91, exclusive of interest on the same. Since the appointment of the receiver there has been a large expenditure, made by order of the court, for the payment of real estate mortgages, additional rolling stock, opening Front street, and alteration of depot at Hunter's Point and depot at Bushwick. To

for the Brighton Beach business, a track was constructed, con-  
land railroad with the Brooklyn and Jamaica railroad at Berlin.  
additional gates were required and constructed, and at Flatbush  
sary to acquire more real estate and extend the depot facilities  
moderate the increased business at that point.  
of \$1,157,860.70 is subject to a credit of \$25,728.57, due by the  
Company October 26, 1877.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
masonry .....	\$4,886,638 38	\$4,841,852 59
and fencing .....		
encies .....		
uding iron .....		
ght stations, buildings and .....		
ouses, machine shops, ma- .....	103,066 50	105,426 10
es .....	552,418 88	608,644 15
tures, and snow plows ....		
rage cars .....		
s and opening streets .....	17,103 62	23,914 57
provements, including cost of .....	524,445 49	580,222 02
ad and equipment .....	\$6,033,672 87	\$6,160,059 43

## CHARACTERISTICS OF ROAD.

.....	94.882 miles.
this State .....	94.882 "
.....	94.882 "
in this State .....	94.882 "
rack, including sidings .....	13.289 "
owned and leased by the company, laid .....	229 "
rack laid on same .....	49.621 "
yard, on main track .....	{ 50, 52, 56, 60 and 62 lbs.
houses and shops .....	11
.....	65
ss passenger cars .....	109
class and emigrant passenger cars .....	43
e, mail, and express cars .....	15
cars, including coal cars .....	377
cars .....	4
e of road from Long Island City to Greenport .....	94.882 miles.

ment includes that of leased lines.

## THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

an by passenger trains .....	1,412,565
an by freight trains .....	196,685
ers (all classes) carried in cars .....	4,157,715



Number of miles traveled by passengers, or number of passengers carried one mile.....	54,050,295
Number of tons, of 2,000 pounds, of freight carried in cars.....	254,580
Total movement of freight, or number of tons carried one mile.....	7,382,820
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Rate of speed of same when in motion.....	25
Average rate of speed adopted by express trains, including stops....	28
Rate of speed of same when in motion.....	35
Average rate of speed adopted by freight trains, including stops....	10
Rate of speed of same when in motion.....	18

THE RATE OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	2½ cents.
For first-class way.....	3 "

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron.....	\$168,414 77
Repairs of buildings.....	
Repairs of bridges .....	
Repairs of fences and gates .....	
Repairs of telegraph.....	
For depreciation of way .....	2,025 94
Cost of iron used in repairs.....	
Taxes on real estate.....	40,596 74
Total .....	\$211,037 45

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$129,608 51
Repairs of passenger and baggage cars .....	
Repairs of freight cars.....	
Repairs of tools and machinery in shops .....	
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	
Total.....	\$129,608 51

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$16,442 63
Agents and clerks .....	89,400 67
Labor: loading and unloading, and transporting freight.....	84,480 42
Porters, watchmen, and switchtenders .....	71,482 28
Wood and water station attendance .....	6,115 21
Conductors, baggage and brakemen .....	85,612 16
Enginemen and firemen.....	72,001 53
Fuel: cost and labor of preparing for use .....	114,618 98
Oil and waste for engines and tenders.....	17,150 30
Oil and waste for freight cars.....	
Oil and waste for passenger and baggage cars .....	316 95
Loss and damage of goods and baggage.....	
Damage for injuries to persons.....	3,673 43
Damage to property, including damages by fire and cattle killed on road .....	875 55
Contingencies.....	97,207 89
Total .....	\$659,373 06

## SUBDIVISION OF CONTINGENCIES.

ots, and rolling stock .....	\$26,901 68
plies .....	5,326 91
ations and trains .....	9,484 21
.....	1,630 33
.....	10,643 74
.....	221 67
encies .....	2,921 43
.....	104 07
.....	3,844 35
.....	13,991 65
es .....	22,137 85
.....	<u>\$97,207 89</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

ed, etc. ....	\$211,037 45
ry .....	129,608 51
.....	659,373 06
.....	<u>\$1,000,019 02</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

rs. ....	\$1,022,796 09
.....	427,298 27
ices .....	87,220 01
.....	<u>\$1,537,314 37</u>

rs. ....	\$1,021,334 70
.....	408,309 36
.....	\$13,505 96
.....	27,977 85
.....	21,539 78
.....	21,722 11
.....	6,875 52
.....	3,667 07
.....	<u>95,288 29</u>

.....	<u>\$1,524,932 35</u>
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## RE THAN FOR CONSTRUCTION.

tion expenses .....	\$1,000,019 02
.....	196,606 41
ased lines .....	145,614 20
earnings of other roads and ferries .....	39,400 07
m account of funded debt .....	20,000 00
account of floating debt, accrued previous to Octo- .....	104,688 73
.....	<u>\$1,506,328 43</u>

\* Including supplies on hand.



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 29.....	....	....	....	....	1	....	1	....
November 28.....	....	....	....	....	1	....	1	....
December 5.....	....	....	....	....	....	1	....	1
December 10.....	....	....	....	....	1	1	1	1
December 19.....	....	....	....	1	....	1	....	2
1878.								
January 9.....	....	....	1	....	....	....	1	....
January 20.....	....	....	....	....	1	....	1	....
February 15.....	....	....	....	....	1	....	1	....
March 20.....	....	....	....	....	....	1	....	1
April 5.....	....	....	....	....	....	1	....	1
April 24.....	....	....	....	1	....	....	....	1
April 30.....	....	....	....	....	1	....	1	....
May 31.....	....	....	....	....	....	1	....	1
June 11.....	....	1	....	....	....	....	....	1
July 10.....	....	....	....	....	1	....	1	....
July 16.....	....	....	....	....	....	1	....	1
July 30.....	....	....	....	1	....	....	....	1
August 8.....	....	1	....	....	1	....	1	1
August 11.....	....	....	....	1	....	....	....	1
August 24.....	....	....	....	....	1	....	1	....
August 26.....	....	....	....	1	....	....	....	1
August 31.....	....	....	....	1	....	....	....	1
September 1.....	....	....	....	....	....	1	....	1
September 3.....	....	1	....	....	....	....	....	1
September 6.....	....	....	....	1	....	....	....	1
September 7.....	....	....	....	....	1	....	1	....
September 12.....	1	6	2	....	....	1	3	7
September 23.....	....	....	....	....	1	....	1	....
September 26.....	....	1	....	....	....	....	....	1
September 28.....	....	....	....	....	3	1	3	1
Total.....	1	10	3	7	14	10	18	27

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

## 1877.

October 29. John Havemel, while walking on track, near Winfield, was run over and killed.

November 28. Christian Udertz, of Williamsburgh, in attempting to climb on back of tender, at Bushwick, while engine was backing, was run over and killed.

December 5. Edward Wangroff, in attempting to cross the track, near Woodside, was struck by engine and had leg broken.

December 10. Emma Barnes, in attempting to cross the track, on Atlantic avenue, corner Grand, Brooklyn, was struck by motor and killed. John J. Donlon, in trying to save her, was struck and so seriously injured that he died the following day.

George Peterson, a boy, who was stealing a ride, jumped off train near Moriches, and injured his shoulder.

John Meagher, conductor, in attempting to cross from car to tender, in motion, at Long Island City, fell and had both legs crushed above

Michael Toohey, brakeman, was knocked off freight car by bridge, Flushing, and killed.

John Wallace, in attempting to cross the track, at Fort Green place, was run over by motor and killed.

Patrick McCue, while walking on track, at Jamaica, was struck by

wagon was struck on Atlantic avenue, corner Washington street, driver, Joseph Cochran, injured.

W. Bywater, of East New York, while crossing track was knocked about the head; died subsequently.

Canzer, fireman, had arm broken by switch engine, in Long Island

Thomas Rushmore, while walking on track, near Roslyn, was run over

by Dutch, threw himself in front of train, near Classen avenue, was struck by engine and had skull fractured; died following day.

H. Lavery, fell from platform of car, while in motion, near Bedford was run over and fatally injured.

Edward Maarer, in attempting to board train, while in motion, at between the cars, was run over and killed.

wagon was struck on crossing, near St. John's Island, and the driver, Babylon, slightly injured.

Robert Kelly, road carpenter, while walking on track, near Long Island by engine, had leg broken and otherwise injured; died subse-

Frank Craig, attempting to board train, while in motion, at Mineola, station platform and had leg broken.

P. Sturgis, in attempting to cross track, at Van Sickles Station, fell and killed.

Charles Bogue, flagman, Fort Green place, Brooklyn, while sweeping over and had both legs cut off; died subsequently.

Ms. Phoebe Tuthill, while attempting to cross track, at Schenectady, was struck by engine and killed.

W. Apgar, conductor, in jumping off train, while in motion, at depot, fell and broke his leg.

Robert Bachelor, engineer, while reversing engine, at Prospect Park (C. I. R. R.), was struck by lever and had rib broken.

John Hecht, in attempting to board train, while in motion, at Far had had foot slightly injured.

Y. T. Collins, jumped from train, while in motion, at Bedford Station, about the knee, and slightly bruised.

John Christ, brakeman, was caught between tender and car, while Jefferson, and had collar bone broken.

Thomas Byrne, of Blissville, while walking on track, near Southern over and killed.



September 12. Train ran off track, at Furman's curve, caused by broken flange on engine truck-wheel. One passenger, J. L. Weaver, was killed, and F. Vander-smith, H. Hilmeyer, W. H. Hepburn, B. Freeman, Charles Baker, and H. Weaver, passengers, injured. M. Durkin, engineer, was badly scalded, and died subsequently.

September 12. William Durey, laborer, in crossing track, at Jamaica, was run over and had foot crushed; died subsequently.

September 12. Mrs. Ruland was struck by switch engine, in Long Island City yard, and had foot crushed.

September 23. A wagon was struck on crossing, near Rockaway Junction, and J. Wahl, the driver, was instantly killed.

September 26. Dr. Nash, of New York, had collar bone broken in collision near Fresh Pond Junction.

September 28. A carriage was struck at Brooklyn avenue, Brooklyn, killing John McNamee, the driver, and Miss Mary Redmond, and injuring Thomas Callahan (who died subsequently) and Mrs. Callahan.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

THOMAS R. SHARP.....	Garden City, L. I.
ELIZUR B. HINSDALE .....	New York City.
EGISTO P. FABBRI.....	New York City.
JAMES HOOD WRIGHT.....	New York City.
HENRY O. HAVEMEYER.....	New York City.
FRANCIS B. WALLACE.....	New York City.
MORRIS FRANKLIN.....	Flushing, L. I.
CORNELIUS H. DELAMATER .....	New York City.
WILLIAM KEVAN .....	New York City.
EDWARD E. SPRAGUE.....	Flushing, L. I.
S. M. FELTON .....	Philadelphia, Pa.
CHESTER GRISWOLD .....	New York City.
WILLIAM RICHARDSON .....	Brooklyn, N. Y.

THOMAS R. SHARP.....	President, Garden City, L. I.
J. CARLSEN .....	Treasurer, New York City.
E. B. HINSDALE.....	Secretary, New York City.
S. SPENCER.....	Supt., Garden City, L. I.

Communications intended for this company should be addressed, THOMAS R. SHARP, Long Island City, Queens county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

THOS. R. SHARP, *Pres. and Rec.*  
S. SPENCER, *General Supt.*

(No. 93.)

## MANHATTAN.

NEW YORK, }  
County, } ss.:

do, Secretary and Treasurer of the Manhattan Railroad Company,  
himself, deposes and says, that the statements in the annexed  
been signed by him, at the end thereof, are true and correct,  
best of his knowledge, information, and belief.

(Signed) J. F. NAVARRO.

worn to before me, }  
November, 1878. }

JAMES CLYNE,

*Notary Public, Kings County.*

## STOCK AND DEBTS.

by charter .....	\$2,000,000 00
subscribed.....	2,000,000 00
s by last report.....	100,000 00
paid in of capital stock.....	100,000 00

has not yet constructed any portion of its road, and has done no  
er.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ELTON .....	New York City.
ARRO .....	New York City.
GARRISON.....	New York City.
ULLMAN.....	New York City.
ER.....	New York City.
ELD.....	New York City.
.....	New York City.
.....	New York City.

T. PELTON..... President.  
NAVARRO..... Treasurer and Secretary.

a intended for this company should be addressed, J. F. NAVARRO,  
Broadway, New York.

ed has caused the foregoing statements to be prepared by the  
and agents of this company, from the books and records, and has  
s far as practicable, and believes them to be correct.

(Signed) J. F. NAVARRO, *Secretary and Treasurer.*



(No. 94.)

**MARGINAL.**

STATE OF NEW YORK, }  
*New York City and County,* } ss.:

ALFRED SULLY, President, and ISAAC D. BARTON, acting Superintendent of operations of the Marginal Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ALFRED SULLY,  
 ISAAC D. BARTON.

Subscribed and sworn to before me, }  
 this 20th day of December, 1878. }

ALFRED C. CHAPIN,

*Notary Public, Kings County, acting in New York County.*

**STOCK AND DEBTS.**

Capital stock, as by charter .....	\$40,000 00
Amount of stock subscribed .....	40,000 00
Amount paid in, as by last report. ....	4,000 00
Total amount now paid in of capital stock. ....	4,000 00

**CHARACTERISTICS OF ROAD.**

Length of road.....	4 miles.
Length of road in this State .....	4 "
Length of main line of road from Concourse on Coney Island around east end of island to beginning .....	4 "

This road has been leased to the Marine Railroad Company. The road has not been constructed or operated.

**NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.***Directors.*

AUSTIN CORBIN.....	Brooklyn.
DANIEL C. CORBIN .....	Brooklyn.
GEORGE S. C. DOW .....	Brooklyn.
FREDERICK W. DUNTON.....	Brooklyn.
ALFRED SULLY.....	Brooklyn.
WILLIAM H. STILLWELL.....	Brooklyn.
ALFRED C. CHAPIN.....	Brooklyn.
BENJAMIN T. MARTIN.....	Boston, Mass.
GILMAN S. MOULTON.....	New York City.
JAMES K. O. SHERWOOD.....	New York City.
J. BAXTER UPHAM.....	Boston, Mass.
THOMAS F. WARD .....	New York City.
CLARENCE F. MOULTON .....	New York City.

ALFRED SULLY .....	President, Brooklyn.
JAMES K. O. SHERWOOD.....	Treasurer, New York City.
WM. H. STILLWELL.....	Secretary and Engineer, Brooklyn.
ISAAC D. BARTON .....	Superintendent.

tions intended for this company should be addressed, Marginal Railroad, No. 61 Broadway, New York City.

Signed have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

(Signed) ALFRED SULLY, *President*.  
ISAAC D. BARTON, *Acting Supt.*

(No. 95.)

### MARINE.

NEW YORK, }  
County, } ss. :

GILMAN S. MOULTON, Treasurer, and ISAAC D. BARTON, acting Superintendent of the Marine Railway Company, being severally sworn, each for himself, says, that the statements in the annexed report, which has been signed by them, at the end thereof, are true and correct, according to the best of his information, and belief.

(Signed) GILMAN S. MOULTON,  
ISAAC D. BARTON.

and sworn to before me, }  
of November, 1878. }

ALFRED C. CHAPIN,  
*Notary Public.*

#### STOCK AND DEBTS.

Capital by charter.....	\$50,000 00
Stock subscribed.....	50,000 00
Now paid in of capital stock.....	20,125 00

#### COST OF ROAD AND EQUIPMENT.

	By present report.
Grading and masonry.....	\$6,393 16
Track, including iron.....	5,494 83
Freight stations, buildings and fixtures.....	116 72
Tools and fixtures, and snow plows.....	4,002 25
Land and agencies.....	48 00
Total road and equipment.....	\$16,054 46

#### CHARACTERISTICS OF ROAD.

Length.....	5 miles.
Laid in this State.....	5 "
Laid.....	1.60 "
Laid in this State.....	1.60 "
Double track, including sidings.....	.10 "
Weight, per yard, on main track.....	40 pounds.
Engines.....	1
Line of road from Manhattan Beach Hotel to Sheepshead Bay.....	5 miles.



## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,040
Number of passengers (all classes) carried in cars.....	59,274
Number of miles traveled by passengers, or number of passengers carried one mile.....	94,838
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	10
Rate of speed of same when in motion.....	10
Average rate of speed adopted by express trains, including stops...	10
Rate of speed of same when in motion.....	10
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	20

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers .....	3.10 cents
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, excepting cost of iron .....	\$75 00
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## EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$80 10
Repairs of passenger and baggage cars.....	2 90
Total .....	\$83 00

## EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc.....	\$81 40
Porters, watchmen, and switchtenders .....	58 34
Conductors, baggage and brakemen .....	217 34
Enginemen and firemen .....	269 99
Fuel: cost and labor of preparing for use .....	120 00
Total .....	\$747 07

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$75 00
Repairs of machinery.....	83 00
Operating.....	747 07
Total .....	\$905 07

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS.	
From passengers.....	\$2,963 70
2D. PAYMENTS, OTHER THAN FOR CONSTRUCTION.	
For transportation expenses.....	\$905 07
For dividends on stock—amount and rate per cent, 10 per cent,	2,000 00
To payments to surplus fund.....	58 63
Total .....	\$2,963 70
Total amount of surplus fund .....	\$58 63

## AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

.....	Brooklyn, N. Y.
.....	New York City.
.....	Boston, Mass.
.....	Claremont, N. H.
.....	Boston, Mass.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.
.....	New Rochelle, N. Y.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.
.....	New York City.
.....	Brooklyn, N. Y.
.....	President, Brooklyn, N. Y.
.....	Treasurer and Secretary, New York City.
.....	Engineer, New York City.
.....	Superintendent, New York City.

intended for this company should be addressed, Marine Railway  
roadway, New York City.

have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
as far as practicable, and believe them to be correct.

(Signed) GILMAN S. MOULTON, *Treasurer.*  
ISAAC D. BARTON, *Supt.*

(No 96.)

## METROPOLITAN ELEVATED.

YORK, }  
City. } ss.:

Treasurer, and MARTIN VAN BROCKLIN, acting Superintendent of  
Metropolitan Elevated Railway Company, being severally sworn,  
deposes and says, that the statements in the annexed report,  
signed by each of them, at the end thereof, are true and correct,  
to the best of his knowledge, information, and belief.

(Signed) JOHN E. BODY,  
M. VAN BROCKLIN.

born to before me, }  
December, 1878. }

JAMES CLYNE,  
*Notary Public, Kings County.*



## STOCK AND DEBTS.

Capital stock, as by charter .....	\$3,500,000 00
Amount of stock subscribed.....	655,000 00
Total amount now paid in of capital stock.....	655,000 00
Total amount now of funded debt.....	7,500,000 00
The amount now of floating debt.....	None.
Total amount now of funded and floating debt.....	7,500,000 00
Average rate, per annum, of interest on funded debt .....	6.6-10 per cent

## COST OF ROAD AND EQUIPMENT.

	By present report.
For road-bed, superstructure, and stations, including iron.....	\$8,155,000 00
For land, buildings, and fixtures, including land damages .....	
For dummy cars.....	
For cars .....	

Being an account of first section of five miles by issue of \$3,000,000 first mortgage six per cent bonds; \$4,500,000 second mortgage seven per cent bonds; \$855,000 stock.

This road being yet under construction, it is impossible to make a reliable statement of each separate item in this, our first report.

## CHARACTERISTICS OF ROAD.

Length of road, double track.....	5 miles.
Length of road laid .....	5 "
Length of double track, including sidings .....	5.30 "
Weight of rail, per yard .....	56 pounds.
Number of dummy cars.....	25
Number of passenger cars .....	80
Length of main line of road from Harlem river <i>via</i> Sixth avenue to Bowling Green, and back to Harlem river <i>via</i> Second avenue....	22 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	4,820,348
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## THE RATE OF FARE FOR PASSENGERS, CHARGED AS FOLLOWS:

For full fare passengers.....	10 cents.
For commission passengers.....	5 "
The average time consumed by passenger cars in passing over the road.....	20 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron and repairs of buildings and fixtures.....	\$1,956 93
Taxes on real estate.....	None due.
Total cost of maintaining road and real estate .....	\$1,956 93

NOTE.—The operations herein reported are for three months and twenty-six days, to September 30, 1878.

State Engineer and Surveyor.

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Attendance .....	\$800 00
Agents, and office expenses .....	17,161 26
Carpenters, and engineers on dummy cars .....	36,843 24
Conductors, switchmen, roadmen, etc.....	35,649 74
Freight cars .....	}
Passenger cars .....	
Trains .....	1,376 70
Tools .....	22,746 15
Travel .....	1,614 81
Wages .....	None due.
Insurance and property, including medical attendance....	1,473 33
Repairs .....	1,020 00
Stationery .....	728 44
Printing .....	2,702 04
Total of operating road, and repairs .....	<u>\$122,115 71</u>

## CASE RECEIPTS AND PAYMENTS.

Freight .....	\$348,797 85
Passenger .....	2,474 97
Other .....	<u>\$351,272 82</u>

## EXPENSES OTHER THAN FOR CONSTRUCTION.

Construction expenses, maintenance and repairs.....	<u>\$124,072 64</u>
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## ACCIDENTS.

	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	.....	1	.....	.....	.....	1
.....	.....	.....	.....	1	.....	.....	.....	1
.....	.....	.....	.....	.....	1	.....	1	.....
.....	.....	.....	1	.....	.....	.....	1	.....
.....	.....	.....	.....	1	.....	.....	.....	1
.....	.....	.....	.....	1	.....	.....	.....	1
.....	.....	.....	.....	1	.....	.....	.....	1
.....	.....	.....	1	5	1	.....	2	5

statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of each person, as follows:

McClary, an employe, was thrown from the structure, at Fifty-first street, saving a passenger. Recovered, and on duty.

Sparks, fireman, injured by jumping from his engine. Recovered,

Waters, painter, killed by being struck by train, at Eighth street and Avenue C. Employ of the contractors, building stations.



July 6. T. J. Hodkiss, carpenter, killed by falling from the structure, at Fifth avenue and Amity street.

August 1. George W. Miller, watchman, injured by falling through the structure, near Rector street station. Recovered, and on duty.

August 6. James Lahey, coupler, slightly injured in the arm, while coupling cars, at Rector street station. Recovered, and on duty.

August 29. ———, trackman, injured by falling from structure, just south of Twenty-third street station.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

WILLIAM R. GARRISON .....	New York.
JOHN BAIRD .....	New York.
WILLIAM FOSTER, JR. ....	New York.
GEORGE M. PULLMAN .....	New York.
HORACE PORTER .....	New York.
JOSE F. NAVARRO .....	New York.
GEORGE J. FORREST .....	New York.
WILLIAM ADAMS, JR. ....	New York.
JOHN P. KENNEDY .....	New York.
FAUSTO MORA .....	New York.
CHAS. H. CLAYTON .....	New York.

WILLIAM R. GARRISON .....	President.
JOHN E. BODY .....	Treasurer and Secretary.
JOHN BAIRD .....	Engineer.
MARTIN VAN BROCKLIN .....	Superintendent.

Communications intended for this company should be addressed, 71 Broadway, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN E. BODY, *Treasurer.*  
M. VAN BROCKLIN, *Superintendent.*

---

(No. 97.)

#### METROPOLITAN TRANSIT.

STATE OF NEW YORK, }  
New York County, } ss.:

FREDERICK B. FISKE, acting Treasurer, and CHARLES T. HARVEY, acting Superintendent of operations of the Metropolitan Transit Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which

each of them, at the end thereof, are true and correct, according to knowledge, information, and belief.

(Signed) FRED. B. FISKE,  
CHAS. T. HARVEY.

born to before me, }  
December, 1878. }

THEODORE RITTER,  
*Notary Public, New York.*

## STOCK AND DEBTS.

Charter..... \$5,000,000 00

struction operations have been entirely suspended the past year,  
legal proceedings.

## PLACES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WARD.....	New York.
MS.....	New York.
DEY.....	New York.
FISKE.....	New York.
TENGILL.....	Brooklyn.
S.....	Albany.
DEY.....	Albany.
ED.....	Tarrytown.
JR.....	Tarrytown.
ON.....	Tarrytown.
WINS.....	Hempstead.

D.....	President.
E.....	Acting Treas. and Sec.
HARVEY.....	Engineer and Acting Supt.

intended for this company should be addressed, FRED. B. FISKE,  
Broadway, New York city.

I have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
far as practicable, and believe them to be correct.

(Signed) FRED. B. FISKE, *Acting Treasurer.*  
CHAS. T. HARVEY, *Engineer and Acting Supt.*

any was organized in the year 1874, but operations have been suspended  
legal proceedings.

*State Engineer and Surveyor.*



(No. 98.)

## MIDDLE CENTRAL.

STATE OF NEW YORK, } ss.:  
County, }

GEORGE M. GUION, Vice-President, and JAMES AITKEN, Engineer and Secretary of the Middle Central Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. M. GUION,  
JAMES AITKEN.

Subscribed and sworn to before me, }  
this 11th day of October, 1878. }

JAMES D. POLLARD,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$100 00
The amount now of floating debt about.....	15 00

The Middle Central Railroad Company has been organized with the view of purchasing and completing the Pennsylvania and Sodus Bay railroad, but beyond having arranged with Merritt King, the present owner, as to the price thereof, no business has been done.

## CHARACTERISTICS OF ROAD.

Length of road .....	98.78 miles.
Length of road in this State .....	98.78 "
Length of main line of road from Sodus bay to the State line at Waverly.....	98.78 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

J. U. ORVIS.....	New York City.
P. S. DUDLEY.....	Newfield, N. Y.
J. W. DEAN.....	Newfield, N. Y.
O. A. SEELY.....	Newfield, N. Y.
MERRITT KING.....	Ithaca, N. Y.
DAVID DUMONT.....	Trumansburgh, N. Y.
A. M. HOLMAN.....	Trumansburgh, N. Y.
G. W. JONES.....	Ovid, N. Y.
G. M. GUION.....	Seneca Falls, N. Y.
C. A. HAWLEY.....	Seneca Falls, N. Y.
JAMES AITKEN.....	Seneca Falls, N. Y.
WILLIAM BEARY.....	Seneca Falls, N. Y.
W. F. HOSTER.....	Seneca Falls, N. Y.
J. U. ORVIS.....	President, New York City.
G. M. GUION.....	Vice-President, Seneca Falls, N. Y.
* W. F. POLLARD.....	Treasurer, Seneca Falls, N. Y.
JAMES AITKEN.....	Sec. and Engineer, Seneca Falls, N. Y.

ations intended for this company should be addressed, Middle Central  
company's office, Seneca Falls, Seneca county, N. Y.

signed have caused the foregoing statements to be prepared by the  
rs and agents of this company, from the books and records, and have  
em as far as practicable, and believe them to be correct.

(Signed) GEO. M. GUION, *Vice-President.*  
JAMES ATKEN, *Engineer and Secretary.*

(No. 99.)

**MIDDLEBURGH AND SCHOHARIE.**

NEW YORK, } ss.:  
County, }

M. FRISBIE, President, and PETER S. DANFORTH, Treasurer and acting  
ent of operations of the Middleburgh and Schoharie Railroad Company,  
lly sworn, each for himself deposes and says, that the statements in the  
ort, which has been signed by each of them, at the end thereof, are true  
according to the best of his knowledge, information, and belief.

(Signed) GRANDISON M. FRISBIE,  
PETER S. DANFORTH.

and sworn to before me, }  
ay of November, 1878. }

G. L. DANFORTH,  
*Notary Public, Schoharie County, N. Y.*

**STOCK AND DEBTS.**

as by charter.....	\$100,000 00
stock subscribed.....	91,000 00
in, as by last report.....	85,000 00
t now paid in of capital stock .....	85,000 00
, as by last report .....	18,000 00
now of funded debt .....	18,000 00
t, as by last report.....	200 00
now of floating debt .....	200 00
t now of funded and floating debt .....	18,200 00
e, per annum, of interest on funded debt .....	7 per cent.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	*\$92,000 00	*\$92,000 00
For bridges.....		
Superstructure, including iron .....		
Passenger and freight stations, buildings and fixtures .....	2,100 00	2,100 00
Engine and car houses, machine shops, machinery and fixtures.....	900 00	900 00
Locomotives and fixtures, and snow plows .....	8,000 00	8,000 00
Freight and other cars.....	2,000 00	2,000 00
Total cost of road and equipment .....	\$105,000 00	\$105,000 00

## CHARACTERISTICS OF ROAD.

Length of road .....	5.75 miles.
Length of road in this State .....	5.75 "
Length of road laid .....	5.75 "
Length of road laid in this State .....	5.75 "
Length of double track, including sidings .....	1 "
Weight of rail, per yard, on main track .....	45 pounds.
Number of engine-houses and shops.....	1
Number of engines.....	1
Number of freight cars, including coal cars .....	2
Length of main line of road from Middleburgh to Schoharie Court House .....	5.75 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains† .....	10,758
Number of miles run by freight trains .....	4,500
Number of passengers (all classes) carried in cars .....	9,118
Number of miles traveled by passengers, or number of passengers carried one mile .....	45,590
Number of tons, of 2,000 pounds, of freight carried in cars.....	4,839
Total movement of freight, or number of tons carried one mile .....	24,195
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	12
Rate of speed of same when in motion .....	15
Average rate of speed adopted by express trains, including stops .....	12
Rate of speed of same when in motion .....	15
Average rate of speed adopted by freight trains, including stops .....	12
Rate of speed of same when in motion .....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	10
Average weight in tons, of freight trains, exclusive of freight. ....	25

\* Built by contract for \$92,000.

† Passenger and freight trains run in connection.

## AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest .....	57
Food.....	14
Natural products.....	166
.....	579
.....	2,957
.....	800
.....	266
.....	<hr/> 4,839 <hr/>

FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

Through passengers .....	5 cents.
Day passengers .....	5 " <hr/> <hr/>

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$1,935 00	\$967 50	\$967 50
Repairs of buildings. ....	103 00	50 00	53 00
Repairs of fences and gates. ....	25 00	12 50	12 50
Taxes on real estate. ....	325 71	162 85	162 86
Totals. ....	\$2,388 71	\$1,192 85	\$1,195 86
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$225 00	\$112 50	\$112 50
Repairs of tools and machinery in shops. ....	118 00	59 00	59 00
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	98 00	49 00	49 00
Totals. ....	\$441 00	\$220 50	\$220 50



## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$24 50	\$12 25	\$12 25
Agents and clerks .....	600 00	300 00	300 00
Labor: loading and unloading freight .....	325 00		325 00
Porters, watchmen, and switchtenders.....	144 00	72 00	72 00
Conductors, baggage and brakemen.....	520 00	260 00	260 00
Engine-men and firemen .....	520 00	260 00	260 00
Fuel: cost and labor of preparing for use.....	775 00	387 50	387 50
Oil and waste for engines and tenders.....	175 00	87 50	87 50
Oil and waste for freight cars .....	10 00		10 00
Totals .....	\$3,033 50	\$1,379 25	\$1,714 25
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$2,388 71	\$1,192 85	\$1,195 86
Repairs of machinery .....	441 00	220 50	220 50
Operating .....	3,033 50	1,379 25	1,714 25
Totals .....	\$5,923 21	\$2,792 60	\$3,130 61



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$3,372 93
From freight.....	3,435 25
From other sources.....	472 92
Total .....	<u>\$7,281 10</u>

## 2d. RECEIPTS.

From passengers.....	\$3,372 93
From freight.....	3,435 25
Express .....	\$225 44
Mail .....	247 48
Total .....	<u>472 92</u>
Total .....	<u>\$7,281 10</u>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$5,923 21
For interest.....	1,260 00
To payments to surplus fund.....	97 89
Total .....	<u>\$7,281 10</u>
Total amount of surplus fund.....	<u>\$170 63</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GRANDISON N. FRISBIE.....	Middleburgh, N. Y.
PETER S. DANFORTH.....	Middleburgh, N. Y.
WILLIAM H. ENGLE .....	Middleburgh, N. Y.
JACOB NEVILLE.....	Middleburgh, N. Y.
DAVID BECKER.....	Middleburgh, N. Y.
JOHN M. SCHRIBNER .....	Middleburgh, N. Y.
ABRAM J. FREEMEYER .....	Middleburgh, N. Y.
DURYEA BEEKMAN .....	Middleburgh, N. Y.
ERASTUS COOK. ....	Middleburgh, N. Y.
GEORGE W. DODGE.....	Middleburgh, N. Y.
LYMAN SANFORD.....	Middleburgh, N. Y.
ABRAM HAINES.....	Fulton.
NATHANIEL MANNING .....	Middleburgh, N. Y.

GRANDISON N. FRISBIE.....	President.
PETER S. DANFORTH.....	Treasurer.
DURYEA BEEKMAN.....	Secretary.
JAMES BACON .....	Engineer.
PETER S. DANFORTH.....	Superintendent.

Communications intended for this company should be addressed, Middleburgh Schoharie County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GRANDISON N. FRISBIE, *President.*  
P. S. DANFORTH, *Treasurer.*

(No. 100.)

## MIDDLETOWN AND CRAWFORD.

NEW YORK, }  
County, } ss.:

JOHN W. KERR, President of the Middletown and Crawford Railroad Company, deposes and says, that the statements in the annexed report, which has been made by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) DANIEL THOMPSON.

Sworn to before me, }  
this 1st day of November, 1878. }

JOHN W. KERR,

*Justice of the Peace.*

## STOCK AND DEBTS.

Capital stock by charter .....	\$250,000 00
Subscriptions by last report .....	130,000 00
Unpaid by last report .....	124,137 54
Amount paid in of capital stock* .....	122,300 00
Amount paid by last report .....	82,000 00
Amount of funded debt .....	80,300 00
Amount of funded and floating debt .....	80,300 00
Interest per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Land and masonry .....	\$54,328 96	\$54,328 96
.....	1,030 15	1,030 15
..... including iron .....	103,025 32	103,025 32
Freight stations, buildings and .....	5,358 85	5,358 85
..... houses, machine shops, ma- .....	3,458 56	3,458 56
..... tures .....	18,727 16	18,727 16
..... gages, and fences .....	6,223 37	6,223 37
..... agencies .....		
Cost of road and equipment .....	\$192,152 37	\$192,152 37

\$124,137.54, which has formerly been reported as stock, is not proper. The stock is \$122,300. The balance, \$1,837.50, was paid on stock subscription; but having been paid up, the stock was forfeited.



## CHARACTERISTICS OF ROAD.

Length of road .....	10.22 miles.
Length of road in this State .....	10.22 "
Length of road laid .....	10.22 "
Length of road laid in this State .....	10.22 "
Length of double track, including sidings .....	.25 "
Weight of rail, per yard, on main track .....	50 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from Crawford Junction to Pine Bush...	10.22 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	8,228
Number of miles run by freight trains .....	9,490
Number of passengers (all classes) carried in cars .....	18,459
Number of miles traveled by passengers, or number of passengers carried one mile .....	139,209
Number of tons, of 2,000 pounds, of freight carried in cars .....	6,852
Total movement of freight, or number of tons carried one mile .....	70,233
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	15
Rate of speed of same when in motion .....	20
Average rate of speed adopted by freight trains, including stops .....	12
Rate of speed of same when in motion .....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	25
Average weight, in tons, of freight trains, exclusive of freight .....	25

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	1,473
Of animals .....	3,124
Of vegetable food .....	4
Other agricultural products .....	788
Manufactures .....	197
Merchandise .....	645
Other articles .....	671
Total .....	6,852

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	3 cents.
For first-class way passengers .....	3 "

EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$2,519 69	\$1,001 12	\$1,518 57
Repairs of buildings.....	53 88	28 06	25 82
Repairs of fences and gates.....	24 87	9 34	15 53
Taxes on real estate.....	235 06	117 53	117 53
Totals.....	\$2,833 50	\$1,156 05	\$1,677 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$172 83	\$86 41	\$86 42
Repairs of passenger and baggage cars.....	108 62	108 62	.....
Repairs of freight cars.....	13 09	.....	13 09
Totals.....	\$294 54	\$195 03	\$99 51



## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$136 03	\$77 82	\$58 21
Agents and clerks ....	1,154 35	577 17	577 18
Porters, watchmen, and switchtenders. ....	356 65	178 32	178 33
Conductors, baggage and brakemen. ....	1,651 34	825 67	825 67
Engineemen and firemen. ....	1,689 00	794 50	794 50
Fuel: cost and labor of preparing for use. ....	1,179 77	524 35	655 42
Oil and waste for engines and tenders. ....	121 84	60 92	60 92
Loss and damage of goods and baggage. ....	11 25	.....	11 25
Contingencies ....	5,390 88	2,542 71	2,848 17
Totals .....	\$11,591 11	\$5,581 46	\$6,009 65

## SUBDIVISION OF CONTINGENCIES.

.....	\$3,066 26
stock.....	1,995 28
.....	215 50
.....	42 88
ension of road.....	70 96
.....	<u>\$5,390 88</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ad-bed, etc.....	\$2,833 50	\$1,156 05	\$1,677 45
achinery.....	294 54	195 03	99 51
.....	11,591 11	5,581 46	6,009 65
.....	<u>\$14,719 15</u>	<u>\$6,932 54</u>	<u>\$7,786 61</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

engers.....	\$4,170 29
nt.....	18,810 34
r sources.....	775 59
.....	<u>\$23,756 22</u>
engers.....	\$4,170 29
ht.....	18,810 34
.....	\$599 89
.....	142 92
.....	32 78
.....	<u>775 59</u>
.....	<u>\$23,756 22</u>

## OTHER THAN FOR CONSTRUCTION.

ortation expenses.....	\$14,719 15
t.....	5,638 50
ts to surplus fund.....	2,038 57
onds.....	1,360 00
.....	<u>\$23,756 22</u>
ount of surplus fund.....	<u>\$4,713 43</u>



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

EDWARD M. MADDEN .....	Middletown, N. Y.
STEPHEN S. CONKLING .....	Middletown, N. Y.
HORATIO R. WILCOX.....	Middletown, N. Y.
ALBERT BULL .....	Middletown, N. Y.
HARRISON BULL.....	Circleville, N. Y.
SAMUEL ROBERSON .....	Bullville, N. Y.
HORACE BULL .....	Bullville, N. Y.
DANIEL THOMPSON.....	Thompson's Ridge, N. Y.
ROBERT M. THOMPSON .....	Thompson's Ridge, N. Y.
ROBERT M. CROSBY ....	Thompson's Ridge, N. Y.
ISAIAH J. WHITTEN .....	Pine Bush, N. Y.
HENRY N. VAN KEUREN .....	Pine Bush, N. Y.
JOHN E. JANSEN .....	Pine Bush, N. Y.

D. THOMPSON ..... President and Superintendent.

I. P. MADDEN ..... Treasurer and Secretary.

Communications intended for this company should be addressed, D. THOMPSON, Thompson Ridge, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) DANIEL THOMPSON, *President and Supt.*

(No. 101.)

## MIDDLETOWN, UNIONVILLE AND WATER GAP.

STATE OF NEW YORK, }  
*Orange County,* } ss.:

GRINNELL BURT, President of the Middletown, Unionville and Water Gap Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GRINNELL BURT.

Subscribed and sworn to before me, }  
 this 10th day of December, 1878. }

C. N. CRISKEY,

*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$300,000 00
Amount of stock subscribed.....	123,850 00
Amount paid in, as by last report.....	123,850 00

paid in of capital stock.....	\$123,850 00
y last report .....	400,000 00
of funded debt .....	400,000 00
of funded and floating debt.....	400,000 00
annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
d masonry .....	\$113,221 96	\$113,221 96
cluding iron.....	12,180 30	12,180 30
eight stations, buildings and .....	164,546 96	164,546 96
houses, machine shops, ma- nres .....	16,357 88	16,357 88
es, and fences .....	660 84	660 84
agencies .....	35,942 89	35,942 89
road and equipment .....	7,565 64	7,565 64
	\$350,476 47	\$350,476 47

## CHARACTERISTICS OF ROAD.

.....	13 miles.
this State .....	13 "
d .....	13 "
d in this State .....	13 "
track, including sidings .....	2,400 feet.
r yard, on main track.....	56 pounds.
ne of road from Middletown, N. Y., to New Jersey .....	13 miles.

## OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

to the New Jersey Midland Railway Company, to whom reference  
doings of the year in transportation, etc.

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

New Jersey Midland Railway Company.....	\$37,456 17
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## ER THAN FOR CONSTRUCTION.

ation expenses .....	\$240 63
on stock—amount and rate per cent, 5½.....	6,811 75
and premium on gold .....	28,000 00
enses .....	1,276 91
surplus fund .....	1,126 88
	\$37,456 17



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GRINNELL BURT .....	Warwick, N. Y.
WILLIAM H. CLARK .....	West Town, N. Y.
JAMES N. PRONK .....	Middletown, N. Y.
HENRY R. LOW .....	Pittsburgh, Pa.
DANIEL DUSINBERRE .....	Middletown, N. Y.
HORATIO R. WILCOX .....	Middletown, N. Y.
MOSES D. STIVERS .....	Middletown, N. Y.
WILLIAM H. WOOD .....	Slate Hill, N. Y.
MARCUS S. HAYNE .....	Unionville, N. Y.
HENRY A. WADSWORTH .....	Goshen, N. Y.
ASA SMITH .....	Wantage, N. J.
OSCAR DUNN .....	Wantage, N. J.
GRINNELL BURT .....	President.
WILLIAM H. CLARK .....	Treasurer.
JAMES N. PRONK .....	Secretary.

Communications intended for this company should be addressed, GRINNELL BURT, Warwick, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GRINNELL BURT, *President.*

(No. 102.)

## MIDWOUT, AMERSFORT AND CONEY ISLAND.

STATE OF NEW YORK, }  
New York County, } ss.:

WILLIAM R. GRACE, President, and JOHN L. BERGEN, acting Superintendent of operations of the Midwout, Amersfort and Coney Island Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. R. GRACE,  
J. L. BERGEN.

Subscribed and sworn to before me, }  
this 17th day of December, 1878. }

E. W. GOMBERZ,

*Notary Public, Kings County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$275,000 00
Amount of stock subscribed .....	10,400 00
Amount paid in, as by last report .....	2,000 00
Total amount now paid in .....	2,000 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
ges, and fences.....	\$1,362 00	\$1,362 00
agencies .....	500 00	500 00
oad and equipment.....	\$1,862 00	\$1,862 00

## OFFICES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

PMAN.....	Brooklyn.
NT.....	Brooklyn.
ILCHRIST.....	Great Neck, L. I.
EN.....	Flatlands, L. I.
BRITTON.....	Brooklyn.
.....	Brooklyn.
BOWN.....	New York.
BODY.....	Yonkers.
ER.....	Brooklyn.
RACE.....	New York.
D.....	New York.
LIST.....	Brooklyn.
OW.....	Brooklyn.

R. GRACE .....	President, New York,
R. FLINT .....	Secretary, Brooklyn.
CROOKE .....	Engineer, Flatbush.
BERGEN.....	Superintendent, Flatlands.

is intended for this company should be addressed, WILLIAM R.  
all street, New York city.

ed have caused the foregoing statements to be prepared by the  
d agents of this company, from the books and records, and have  
far as practicable, and believe them to be correct.

(Signed) W. R. GRACE, *President.*  
J. L. BERGEN, *Supt.*

(No. 103.)

## MONROE AND GREENWOOD LAKE.

YORK, }  
nty, } ss. :

ED, President of the Monroe and Greenwood Lake Railroad Com-  
a, deposes and says, that the statements in the annexed report,



which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. H. BRAISTED.

Subscribed and sworn to before me, }  
this 19th day of November, 1878. }

ALBERT STOREN,

*Notary Public, New York County,*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$250,000 00
Amount of stock subscribed .....	12,000 00
Amount paid in, as by last report.....	1,200 00
Total amount now paid in of capital stock.....	1,200 00

#### COST OF ROAD AND EQUIPMENT.

Engineering.....	\$600 00
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#### CHARACTERISTICS OF ROAD.

Length of road .....	12 miles.
Length of main line of road from Monroe to Greenwood Lake.....	12 "

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

THOS. H. BRAISTED.....	New York.
J. H. CONANT.....	New York.
THOS. H. BRAISTED, JR.....	New York.
CHARLES V. ADEE.....	New York.
W. P. ROBINSON.....	New York.
WILLIAM HASTINGS.....	New York.
JAMES MCCONNELL.....	New York.
E. S. VANDERPOOL.....	New York.
FLOYD T. SMITH.....	New York.
JOHN H. HILLYER.....	New York.
WILLIAM KILLOCK.....	New York.
PETER VAN ANTWERP.....	New York.
C. S. BRAISTED.....	New York.

THOS. H. BRAISTED.....	President, New York.
CHARLES V. ADEE.....	Treasurer, New York.
J. H. CONANT.....	Secretary, New York.

Communications intended for this company should be addressed, THOMAS H. BRAISTED, No. 54 Broome street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) THOS. H. BRAISTED, *President.*

(No. 104.)

## MONTGOMERY AND ERIE.

NEW YORK, }  
 City, } ss.:

JOSEPH M. WILKIN, President of the Montgomery and Erie Railway Company, deposes and says, that the statements in the annexed report, signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) JOSEPH M. WILKIN.

Sworn to before me, }  
 of October, 1878. }

F. BODINE,

*Justice of the Peace.*

## STOCK AND DEBTS.

by charter .....	\$260,000 00
subscribed.....	150,000 00
as by last report.....	150,000 00
paid in of capital stock.....	150,000 00
by last report.....	170,500 00
of funded debt.....	170,500 00
of funded and floating debt.....	170,500 00
annum, of interest on funded debt.....	7 per cent.

Our Company leased our road January 1, 1872, and agreed, in the all necessary reports to the State Engineer, as required by law, to see report of that company. The report of that company, and equipment, as stated in report, relates to expenditures made from January 1, 1872.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry .....	\$101,585 67	\$101,585 67
.....	3,058 84	3,058 84
including iron.....	120,140 51	120,140 51
freight stations, buildings and	7,157 00	7,157 00
houses, machine shops, machin-	4,350 00	4,350 00
es.....	39,210 77	39,210 77
fences, and fences .....	1,230 00	1,230 00
agencies .....	12,198 04	12,198 04
road and equipment.....	\$288,930 83	\$288,930 83



## CHARACTERISTICS OF ROAD.

Length of road .....	10.265 miles.
Length of road in this State .....	10.265 "
Length of road laid .....	10.265 "
Length of road laid in this State .....	10.265 "
Length of double track, including sidings .....	.656 "
Length of main line of road from Montgomery to Goshen .....	10.265 "

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From rent .....	\$21,000 00
-----------------	-------------

## 2d. RECEIPTS.

From rent .....	\$21,000 00
-----------------	-------------

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest .....	\$11,935 00
For dividends on stock—amount .....	9,000 00
Expenses .....	363 00
Total .....	\$21,298 00

NOTE.—Excess in payments partly paid from surplus fund.

*State Engineer and Surveyor.*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOSEPH M. WILKIN .....	Montgomery.
WALTER J. MEAD .....	Montgomery.
GEORGE SENIOR .....	Montgomery.
HENRY V. MCNEAL .....	Montgomery.
CHRISTOPHER J. MOULD .....	Montgomery.
HENRY BERGEN .....	Montgomery.
DANIEL M. WADE .....	Montgomery.
EBENEZER VAN ALST .....	Montgomery.
JOHN M. QUACKENBOSCH .....	Brooklyn.
GEORGE GOUGE .....	Hamptonburgh.
BARTON WRIGHT .....	Hamptonburgh.
RICHARD M. VAIL .....	Goshen.
AMEROSE S. MURRAY .....	Goshen.

J. M. WILKIN .....

President, Montgomery.

C. J. EVERETT .....

Treasurer, Goshen.

W. J. MEAD .....

Secretary, Montgomery.

Communications intended for this company should be addressed, J. M. WILKIN, Montgomery, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)

J. M. WILKIN, *President.*

(No. 105.)

## NANUET AND NEW CITY.

NEW YORK, } ss.:  
County, }

President, and L. D. BRUYN, acting Superintendent of operations of New City Railroad Company, being severally sworn, each for himself, says, that the statements in the annexed report, which has been read to them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed) F. VERDIN,  
L. D. BRUYN.

Sworn to before me, }  
November, 1878. }

T. J. WILES,

Notary Public for Rockland County.

## STOCK AND DEBTS.

By charter .....	\$80,000 00
Subscribed .....	25,730 00
As by last report .....	23,330 77
Paid in of capital stock .....	23,330 77
By last report .....	53,497 74
Of floating debt .....	53,497 74
Of funded and floating debt .....	53,497 74

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry .....	\$22,233 09	\$22,233 09
Including iron .....	50,251 39	50,251 39
Freight stations, buildings and .....	417 06	417 06
Fences, and fences .....	2,921 89	2,921 89
Agencies .....	508 45	508 45
Road and equipment.....	\$76,331 88	\$76,331 88

## CHARACTERISTICS OF ROAD.

.....	4.50 miles.
in this State .....	4.50 "
id .....	4.50 "
id in this State .....	4.50 "
track, including sidings .....	.25 "
er yard, on main track .....	56 pounds.
ne of road from Nanuet to New City .....	4.50 miles.



## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is operated by the Receivers of the New Jersey and New York Railway Company, and the business for the year is included in their report.

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.\*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

FLORENCE VERDIN .....	Clarkstown, N. Y.
SYLVESTER CLARK .....	Clarkstown, N. Y.
FREDERICK J. WILES .....	Clarkstown, N. Y.
CHARLES DE BERVIOSE.....	Clarkstown, N. Y.
JOHN J. VANDERBILT .....	Clarkstown, N. Y.
JOHN I. SMITH .....	Clarkstown, N. Y.
ISAAC GERMONDE .....	Clarkstown, N. Y.
GEORGE H. PUDKE .....	Clarkstown, N. Y.
ISAAC VAN NOSTRAND .....	Clarkstown, N. Y.
L. G. C. SCHMERSAHL .....	Clarkstown, N. Y.
JOHN W. HUTTON .....	Clarkstown, N. Y.
DAVID F. DEMAREST.....	Clarkstown, N. Y.
CHARLES W. ROOT .....	Clarkstown, N. Y.

FLORENCE VERDIN ..... President and Treasurer.

S. RUSSELL, JR. .... Secretary.

L. D. BRUYN ..... Superintendent.

Communications intended for this company should be addressed, FLORENCE VERDIN, New City, Rockland county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) F. VERDIN, *President*,  
LEVI D. BRUYN, *Superintendent*.

(No. 106.)

## NEWBURGH, DUTCHESS AND CONNECTICUT.

STATE OF NEW YORK, }  
New York County, } ss.:

JNO. S. SCHULTZE, President and Treasurer, and C. L. KIMBALL, acting Superintendent of operations of the Newburgh, Dutchess and Connecticut Railroad Company, being severally sworn, each for himself deposes and says, that the statements

\* NOTE—This road is owned by the New Jersey and New York Railway, and the earnings, expenses, etc., are included in their account.

report, which has been signed by each of them, at the end thereof, are according to the best of his knowledge, information, and belief.

(Signed) JNO. S. SCHULTZE,  
CHAS. L. KIMBALL.

sworn to before me, }  
December, 1878. }

JOS. M. BULGER,

*Notary Public, New York County.*

STOCK AND DEBTS.	
by charter.....	\$1,100,000 00
by last report .....	169,988 03
of floating debt.....	191,958 42

August, 1876, a sale was held, under a decree of foreclosure of the the Dutchess and Columbia Railroad Company, and the property purchased, and subsequently, say on the 8th of January, 1877, the Dutchess and Connecticut Railroad Company was formed by holders of the Dutchess and Columbia Railroad Company, and under the direction there have been issued stock and bonds as follows:

The Newburgh, Dutchess and Connecticut Railroad	
amount of.....	\$1,164,500 00
of the same to the amount of.....	715,350 00
of the same to the amount of.....	172,000 00
bonds of the same to the amount of.....	150,000 00

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry.....	\$174,330 73	\$2,253,984 27
including iron.....		
eight stations, buildings and		
houses, machine shops, ma-		
tures, and fences.....		
agencies.....	\$174,330 73	\$2,253,984 27
road.....		

#### CHARACTERISTICS OF ROAD.

.....	58.58 miles.
in this State.....	58.58 "
id.....	58.58 "
id in this State.....	58.58 "
track including sidings.....	8.00 "
er yard, on main track.....	56 pounds.
e-houses and shops.....	3
line of road from Dutchess Junction, N. Y., to Mil-	58.58 miles.

a certificate of incorporation.  
The bonds are not negotiated, but issued as collateral for a portion of the



All the rolling stock in use on the road is owned by other parties and leased by the company.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	26,899
Number of miles run by freight trains.....	83,102
Number of passengers (all classes) carried in cars.....	66,789
Number of miles traveled by passengers, or number of passengers carried one mile.....	712,299
Number of tons, of 2,000 pounds, of freight carried in cars.....	110,506
Total movement of freight, or number of tons carried one mile.....	2,319,610
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	19
Rate of speed of same when in motion.....	23
Average rate of speed adopted by freight trains, including stops....	9
Rate of speed of same when in motion.....	15

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	3,535
Of animals .....	7,358
Of vegetable food.....	2,463
Other agricultural products .....	2,085
Manufactures .....	11,090
Merchandise .....	4,666
Coal.....	37,593
Other articles, including iron ore.....	41,716
Total.....	110,506

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

For first-class through passengers.....	2.63 cents.
For first-class way passengers.....	3    "
For second-class through passengers.....	2.63   "
For second-class way passengers.....	3    "

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$20,150 96	\$5,037 62	\$15,113 34
Repairs of bridges.....	3,536 44	884 06	2,652 38
Repairs of telegraph and docks.....	2,623 10	.....	2,623 10
Repairs of buildings.....	1,025 23	256 29	768 94
Repairs of fences and gates.....	806 92	201 72	605 20
Taxes on real estate.....	4,144 74	1,036 13	3,108 61
Totals.....	\$32,287 39	\$7,415 82	\$24,871 57
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$6,021 52	\$1,490 50	\$4,531 02
Repairs of passenger and baggage cars.....	3,356 79	3,356 79	.....
Repairs of freight cars.....	3,839 78	.....	3,839 78
Repairs of tools and machinery in shops.....	885 51	96 34	289 17
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	81 84	20 44	61 40
Totals.....	\$13,685 44	\$4,964 07	\$8,721 37



## EXPENSES—(Continued).

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$4,548 92	\$1,137 20	\$3,411 72
Agents and clerks.....	8,512 25	2,125 44	6,386 81
Labor: loading and unloading freight.....	2,565 08	.....	2,565 08
Porters, watchmen, and switchtenders.....	3,355 92	932 55	2,423 37
Wood and water station attendance.....	742 27	185 57	556 70
Conductors, baggage and brakemen.....	6,213 67	1,516 95	4,696 72
Enginemen and firemen.....	4,546 64	2,151 55	2,395 09
Fuel: cost and labor of preparing for use.....	10,602 59	2,650 61	7,951 98
Oil and waste for engines and tenders.....	830 91	328 91	502 00
Oil and waste for freight cars.....	205 57	.....	205 57
Oil and waste for passenger and baggage cars.....	31 20	31 20	.....
Loss and damage of goods and baggage.....	20 46	.....	20 46
General superintendence.....	7,748 30	1,937 04	5,811 26
Contingencies.....	34,005 31	6,681 99	27,323 32
Totals.....	\$83,929 09	\$19,679 01	\$64,250 08

## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

Track privileges at Dutchess Junction and Millerton .....	\$3,200 00
Use of rolling stock .....	20,000 68
.....	169 76
.....	1,484 70
.....	2,002 63
.....	3,037 32
.....	4,110 22
.....	<u>\$34,005 31</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Track-bed, etc. ....	\$32,287 39	\$7,415 82	\$24,871 57
Machinery. ....	13,685 44	4,964 07	8,721 37
.....	83,929 09	19,672 01	64,250 08
.....	<u>\$129,901 92</u>	<u>\$32,058 90</u>	<u>\$97,843 02</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Passengers .....	\$18,094 55
Freight .....	96,940 62
Other sources .....	20,787 96
.....	<u>\$135,823 13</u>
.....	
Passengers .....	\$18,094 55
Freight .....	96,940 62
.....	\$3,135 00
.....	700 00
.....	2,161 76
.....	12,616 42
.....	2,174 78
.....	<u>20,787 96</u>
.....	<u>\$135,823 13</u>

## OTHER THAN FOR CONSTRUCTION.

Transportation expenses .....	\$129,901 92
.....	5,921 21
.....	<u>\$135,823 13</u>



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN S. SCHULTZE.....	Manchester, N. J.
JOHN N. WHITING .....	New York.
C. L. KIMBALL .....	Fishkill-on-Hudson.
R. L. BELKNAP .....	New York.
WM. S. ENO.....	Pine Plains, N. Y.
W. N. SAYRE .....	Pine Plains, N. Y.
JEREMIAH EIGHMIE.....	Poughkeepsie, N. Y.
ALBERT EMANS .....	La Grange, N. Y.
R. G. COFFIN .....	Washington, N. Y.
A. S. STORME.....	East Fishkill, N. Y.
H. B. WILLETS .....	Madison, N. J.
OLIVER DAVIDSON.....	East Fishkill, N. Y.
WILLIAM R. SCHULTZE.....	Manchester, N. J.

JOHN S. SCHULTZE ..... President and Treasurer, Moore's Mills, N. Y.

WM. A. WELLS. .... Secretary, Moore's Mills, N. Y.

C. L. KIMBALL..... Superintendent, Dutchess Junction, N. Y.

Communications intended for this company should be addressed, JOHN S. SCHULTZE, President and Treasurer, Moore's Mills, Dutchess county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN S. SCHULTZE, *President and Treasurer.*  
CHAS. L. KIMBALL, *Superintendent.*

(No. 107.)

## NEW ENGLAND, NEW YORK AND PENNSYLVANIA.

STATE OF NEW YORK, }  
New York County, } ss.:

WILLIAM O. McDOWELL and WILLIAM E. VAN NAMEE, Directors of the New England, New York and Pennsylvania Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM O. McDOWELL.  
WILLIAM E. VAN NAMEE.

Subscribed and sworn to before me, }  
this 17th day of January, 1879. }

CHAS. T. MORSON,  
Notary Public, New York County.

## STOCK AND DEBTS.

by charter .....	\$10,000,000 00
subscribed .....	107,400 00
as by last report. ....	10,740 00
paid in of capital stock. ....	10,740 00

## CHARACTERISTICS OF ROAD.

about .....	100 miles.
in this State, about .....	100 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

McDOWELL .....	Bloomfield, N. J.
D .....	Bloomfield, N. J.
VAN NAMEE .....	Bloomfield, N. J.
McDOWELL .....	San Francisco, Cal.
E .....	New York City.
URDY, Jr. ....	New York City.
McDOWELL .....	Cedar Grove, N. J.
RD, 2d. ....	Belleville, N. J.
MORRIS .....	Bloomfield, N. J.
COLLINS .....	Bloomfield, N. J.
SMITH .....	New York City.
WELL .....	Greenwood Lake, N. Y.
SAPORTAS .....	New York City.

tors not organized. No officers elected.

s intended for this company should be addressed, WILLIAM O.  
7 Courtlandt street, New York.

ed have caused the foregoing statements to be prepared by the  
d agents of this company, from the books and records, and have  
s far as practicable, and believe them to be correct.

(Signed) WILLIAM O. McDOWELL,  
WILLIAM E. VAN NAMEE,  
*Directors.*

(No. 108.)

## NEW JERSEY AND NEW YORK.

NEW YORK, } ss.:  
Atty,

PERSON, Receiver, and LEVI D. BRUYN, acting Superintendent of  
New Jersey and New York Railway Company, being severally  
himself deposes and says, that the statements in the annexed report,



which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) DAVID P. PATTERSON,  
LEVI D. BRUYN.

Subscribed and sworn to before me, }  
this 2d day of December, 1878. }

A. W. GLEASON,

*Notary Public, Kings Co. (certificate filed in N. Y. Co.).*

#### STOCK AND DEBTS.

*Capital stock, as by charter.....	
Amount paid in, as by last report.....	\$1,187,400 00
Total amount now paid in of capital stock.....	1,187,400 00
Funded debt, as by last report.....	1,034,500 00
Total amount now of funded debt.....	1,034,500 00
Floating debt, as by last report.....	416,813 71
The amount now of floating debt.....	416,813 71
Total amount now of funded and floating debt.....	1,451,313 71
Average rate, per annum, of interest on funded debt.....	7 per cent.

This road being operated by receivers, the above items are duplicated from report of 1877, and the receivers, not having full possession of the accounts relating thereto, do not certify to their correctness.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$921,724 88	\$921,730 65
For bridges.....	61,989 10	61,989 10
Superstructure, including iron.....	1,205,722 14	1,205,722 14
Passenger and freight stations, buildings and fixtures.....	42,536 35	43,073 96
Engine and car-houses, machine shops, machinery and fixtures.....	3,277 37	3,348 00
Land, land damages, and fences.....	80,728 36	80,943 64
Locomotives and fixtures, and snow plows.....	97,461 84	97,461 84
Passenger and baggage cars.....	113,371 91	124,026 35
Freight and other cars.....	16,890 25	18,362 74
Engineering and agencies.....	44,701 90	44,701 90
Total cost of road and equipment.....	\$2,588,404 10	\$2,601,360 52

\* NOTE.—By Chap. 118, Laws of 1875, this company, a New Jersey corporation, was authorized to extend their road to a point on the Wallkill Valley Railroad in this State. No articles of association are on file.

*State Engineer and Surveyor.*

## CHARACTERISTICS OF ROAD.

.....	31.50 miles.
in this State.....	14.50 "
aid.....	31.50 "
aid in this State.....	14.50 "
track, including sidings.....	5.75 "
es owned by the company, laid.....	4.50 "
track laid on same.....	.25 "
er yard, on main track.....	60 pounds.
ne-houses and shops.....	2
es.....	5
class passenger cars.....	20
ht cars, including coal cars.....	20
ine of road from Erie Junction to Stony Point.....	31½ miles.

## OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

s run by passenger trains.....	132,003
s run by freight trains.....	26,336
engers (all classes) carried in cars.....	411,947
aveled by passengers, or number of passengers	
le.....	5,767,258
of 2,000 pounds of freight carried in cars.....	50,186
of freight, or number of tons carried one mile.....	980,037
speed adopted by ordinary passenger trains, includ-	
s per hour).....	21
same when in motion.....	35
speed adopted by express trains, including stops...	25
same when in motion.....	40
speed adopted by freight trains, including stops....	12
same when in motion.....	16
in tons, of passenger trains, exclusive of passengers	
.....	95
in tons, of freight trains, exclusive of freight.....	190

## AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest.....	5,782
.....	1,129
d.....	3,256
al products.....	2,343
.....	7,871
.....	8,264
.....	17,105
.....	4,436
.....	50,186

ARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

rough passengers.....	1.75 to 2.75 cts.
ty passengers.....	3 "



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$14,026 66	\$10,520 00	\$3,506 66
Repairs of bridges .....	65 93	49 45	16 48
Repairs of telegraph .....	372 28	279 21	93 07
Cost of iron used in repairs .....	817 66	613 25	204 41
Repairs of buildings .....	386 63	289 97	96 66
Repairs of fences and gates .....	79 56	59 67	19 89
Taxes on real estate .....	2,109 77	1,582 83	527 44
Totals .....	\$17,858 49	\$13,393 88	\$4,464 61
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$5,692 01	\$4,289 01	\$1,423 00
Repairs of passenger and baggage cars .....	4,177 49	4,177 49	.....
Repairs of freight cars .....	984 20	.....	984 20
Repairs of tools and machinery in shops .....	224 86	168 64	56 22
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	2,347 54	1,760 65	586 89
Totals .....	\$13,426 10	\$10,375 79	\$3,050 31

EXPENSES (Continued.)	ALLOTTED TO		
	Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$1,408 04	\$1,056 03	\$352 01
Agents and clerks .....	16,833 05	12,624 79	4,208 26
Labor: loading and unloading freight .....	9,521 66	.....	9,521 66
Porters, watchmen, and switchtenders .....	2,654 81	1,901 11	633 70
Wood and water station attendance .....	511 71	383 78	127 93
Conductors, baggage and brakemen .....	12,320 19	9,240 14	3,080 05
Enginemen and firemen .....	7,942 44	5,956 83	1,985 61
Fuel: cost and labor of preparing for use .....	14,726 63	11,044 97	3,681 66
Oil and waste for engines and tenders .....	1,817 82	1,363 37	454 45
Oil and waste for freight cars .....	250 75	.....	250 75
Oil and waste for passenger and baggage cars .....	740 34	740 34	.....
Loss and damage of goods and baggage .....	21 62	16 22	5 40
Damage for injuries of persons .....	40 50	30 37	10 13
General superintendence .....	2,400 00	1,800 00	600 00
Contingencies .....	21,518 98	16,139 24	5,379 74
Totals .....	\$92,588 54	\$62,297 19	\$30,291 35



## SUBDIVISION OF CONTINGENCIES.

Rent of locomotive.....	\$9,450 00
Office, legal expenses, etc.....	6,257 06
Incidentals.....	2,824 63
Cleaning and inspecting cars.....	1,696 44
Rent.....	771 53
Insurance.....	212 05
Mail expenses.....	180 00
Service of cars.....	127 27
Total.....	\$21,518 98

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$17,858 49	\$13,393 88	\$4,464 61
Repairs of machinery .....	13,426 10	10,375 79	3,050 31
Operating .....	92,588 54	62,297 19	30,291 35
Totals .....	\$123,873 13	\$86,066 86	\$37,806 27

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$108,706 39
From freight.....	47,458 23
From other sources .....	5,172 53
Total .....	\$161,337 15

## 2d. RECEIPTS.

From passengers .....	\$108,706 39
From freight.....	47,458 23
Express.....	\$2,744 09
Mail.....	1,994 42
Telegraph .....	334 02
Newspapers .....	100 00
	5,172 53
Total .....	\$161,337 15

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$123,873 13
For interest .....	1,276 11
To payments to surplus fund .....	1,450 82
Erie Railway tolls * .....	33,737 59
Hackensack Railroad rent†.....	1,000 00
Total .....	\$161,337 15

\* NOTE.—For use of Erie Railway track, between Erie Junction and Jersey City, and also their ferry.

State Engineer and Surveyor.

† A New Jersey Corporation.

## ACCIDENTS.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	....	....	....	....	1*	....	1	.....
.....	....	....	1	....	....	....	1	.....
.....	....	....	1	....	1	....	2	.....

a statement of the date of each accident, the place where it occurred, cause and the extent of the injuries inflicted upon each person, and the person, as follows:

man, supposed, from papers found on his person, to be George of Hudson County, N. J., Alma-house, while lying on Erie Rail-Penn Horn, N. J., was run over and killed by train No. 12. J. C. or; D. C. Marean, engineer. He was discovered by engineer when in. Coroner's verdict attached no blame to employes. Thomas O. Connell, brakeman, while setting a brake, on train No. 23, north of Haverstraw, N. Y., lost his balance, fell, and was run over and killed. A. W. Campbell, conductor; Levi Conklin, engineer. The jury rendered a verdict of accidental death.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

PATTERSON.....	Hillsdale, N. J.
WHITON.....	Jersey City, N. J.
NIVEN.....	Hackensack, N. J.
TERVELT.....	Westwood, N. J.
MAREST.....	Oradell, N. J.
.....	Newburgh, N. Y.
PKINS.....	Park Ridge, N. J.
T.....	Paterson, N. J.
BABY.....	New York.
JOHNSON.....	New York.
WOOD.....	Goshen, N. Y.

PATTERSON ..... President, 84 Broadway, New York.

C. DEMING ..... Secretary, 84 Broadway, New York.

BRUYN..... { Engineer and Supt., Jersey City.  
P. O. box 37.

and V. P. Lary were appointed receivers, September 19, 1876, there has been no election for directors or officers.

is intended for this company should be addressed, Receivers, New York Railway Company, No. 84 Broadway, New York city.

ed have caused the foregoing statements to be prepared by the and agents of this company, from the books and records, and have as far as practicable, and believe them to be correct.

(Signed) DAVID P. PATTERSON, Receiver.  
LEVI D. BRUYN, Superintendent.



(No. 109.)

## NEW YORK AND ALBANY.

STATE OF NEW YORK, }  
*Albany City and County,* } ss.:

JOSEPH H. RAMSEY, President, and WILLIAM L. M. PHELPS, Secretary of the New York and Albany Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. H. RAMSEY,  
 W. L. M. PHELPS.

Subscribed and sworn to before me, }  
 this 23d day of December, 1878. }

T. E. McCLURE,  
*Commissioner of Deeds, Albany, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$5,000,000 00
Amount of stock subscribed .....	156,100 00
Amount paid in, as by last report. ....	15,610 00
Total amount now paid in of capital stock. ....	45,514 17

This company has no debts to the knowledge of the officers, except for services and disbursements of its officers, and for attorney and counsel fees to J. G. Runkle, which have not been adjusted.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$4,709 90	\$4,709 90
Land, land damages, and fences .....	15,564 84	15,564 84
Engineering and agencies. ....	25,239 43	25,239 43
Total cost of road and equipment .....	\$45,514 17	\$45,514 17

## CHARACTERISTICS OF ROAD.

Length of road .....	146 miles.
Length of projected main line of road from Albany to Jersey City...	146 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

NOX KENNEDY.....	New York.
OW .....	New York.
AN .....	New York.
ERNELL .....	Rondout.
RAMSEY .....	Albany.
OLCOTT.....	Albany.
ERNING.....	Albany.
PRUTN.....	Albany.
.....	Albany.
LATHROP.....	Albany.
ncies.	
H. RAMSEY.....	President.
S W. OLCOTT .....	Treasurer.
M L. M. PHELPS .....	Secretary.
ES W. WENTZ.....	Engineer.

ons intended for this company should be addressed, Albany, N. Y.

igned have caused the foregoing statements to be prepared by the  
and agents of this company, from the books and records, and have  
as far as practicable, and believe them to be correct.

(Signed) J. H. RAMSEY, *President.*  
W. L. M. PHELPS, *Secretary.*

(No. 110.)

## NEW YORK, BAY RIDGE AND JAMAICA.

EW YORK, }  
County, } ss.:

F. W. DUNTON, Treasurer, and ISAAC D. BARTON, Superintendent of opera-  
w York, Bay Ridge and Jamaica Railroad Company, being severally  
himself deposes and says, that the statements in the annexed report,  
signed by each of them, at the end thereof, are true and correct,  
e best of his knowledge, information, and belief.

(Signed) F. W. DUNTON,  
I D. BARTON.

sworn to before me, }  
of November, 1878. }

ALFRED C. CHAPIN,  
*Notary Public.*

## STOCK AND DEBTS.

as by charter .....	\$300,000 00
k subscribed .....	300,000 00
, as by last report.....	102,540 00
ow paid in of capital stock .....	150,000 00



Funded debt, as by last report .....	\$182,200 00
Total amount now of funded debt.....	200,000 00
Floating debt, as by last report.....	88,065 74
Total amount now of funded and floating debt.....	200,000 00
Average rate, per annum, of interest on funded debt .....	7 per ct. gold.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$83,425 59	\$97,301 35
Superstructure, including iron .....	70,743 08	81,472 66
Passenger and freight stations, buildings and fixtures .....	10,433 03	15,128 80
Engine and car houses, machine shops, machinery and fixtures .....	4,469 74	5,206 67
Land, land damages, and fences .....	103,751 63	105,209 92
Engineering and agencies .....	10,187 07	10,247 07
Total cost of road and equipment.....	\$283,010 14	\$314,566 47

This road is leased to and operated by the New York and Manhattan Beach Railway Company.

## CHARACTERISTICS OF ROAD.

Length of road.....	10 miles.
Length of road in this State.....	10 "
Length of road laid.....	8.16 "
Length of road laid in this State.....	8.16 "
Length of double track, including sidings .....	2.87 "
Weight of rail, per yard, on main track.....	56 & 40 lbs.
Number of engine-houses and shops .....	1
Length of main line of road from Bay Ridge to New Lots road .....	8.16 miles.

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1st. EARNINGS.	
From other sources.....	\$35,000 00
2d. RECEIPTS.	
Rental of road, stations, buildings, etc.....	\$35,000 00
3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For interest.....	\$14,000 00
For dividends—7 per cent.....	21,000 00
Total .....	\$35,000 00

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

IN .....	Brooklyn.
UPHAM.....	Boston.
HOUSE.....	Brooklyn.
FLINT.....	Boston.
JOHNSON .....	Jamaica.
LEKNER.....	Keene, N. H.
ORBIN .....	New York.
DALL.....	Brooklyn.
J. Dow .....	Brooklyn.
BARTON.....	New York.
UTNAM.....	Boston, Mass.
ON.....	New York.
ERWOOD.....	New Rochelle.

IN .....	President.
DUNTON .....	Treasurer and Secretary.
ARDOZO .....	Engineer.
BARTON .....	Superintendent and General Manager.

ings intended for this company should be addressed, New York,  
Jamaica Railroad Company, No. 61 Broadway, New York.

ned have caused the foregoing statements to be prepared by the  
agents of this company, from the books and records, and have  
as far as practicable, and believe them to be correct.

(Signed)      FREDERICK W. DUNTON, *Treasurer*,  
                  ISAAC D. BARTON, *Superintendent*.

(No. 111.)

## NEW YORK, BROOKLYN AND SEA SHORE.

NEW YORK, }  
of New York, } ss.:

ENCE, Treasurer of the New York, Brooklyn and Sea Shore Railroad  
sworn, deposes and says, that the statements in the annexed report,  
signed by him, at the end thereof, are true and correct, according to  
knowledge, information, and belief.

(Signed)      SAMUEL LAWRENCE.

sworn to before me, }  
of November, 1878. }

E. F. DALY,

*Notary Public.*



## STOCK AND DEBTS.

Capital stock, as by charter.....	\$700,000 00
Amount of stock subscribed.....	91,700 00
Amount paid in, as by last report.....	62,000 00
Total amount now paid in of capital stock .....	62,000 00
Funded debt, as by last report.....	15,000 00
Total amount now of funded debt.....	18,500 00
Floating debt, as by last report.....	15,000 00
The amount now of floating debt.....	23,600 00
Total amount now of funded and floating debt.....	42,100 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

No work whatever has been done since last report. Increase in funded debt is caused by issue of \$3,500 in bonds, in payment of debts of the company.

Floating debt is made up of notes outstanding.....	\$20,535 60
Account of right of way and small amounts due by the company....	3,064 40
	<u>\$23,600 00</u>

Four thousand eight hundred dollars, included in notes outstanding, were given in payment of a locomotive, which has since been taken back by owners, but notes have never been returned.

Sixty thousand dollars, of \$91,700 stock subscribed, and which was mentioned in last report as paid account of right of way, was given in consideration of right of way across Jamaica bay, this company agreeing to commence work within a specified time. The time has elapsed, no work has been done, and the right, under such agreement, has been forfeited. This is an explanation of \$91,700 stock mentioned as subscribed herein.

## CHARACTERISTICS OF ROAD.

Length of main line of road from East river, in city of Brooklyn, to Far Rockaway, L. I., about.....	<u>20 miles.</u>
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

CHAS. E. BOGERT.....	New York.
MATTHEW DALY.....	New York.
HIRAM JOHNSON.....	Brooklyn.
CHARLES F. MCLEAN.....	New York.
FREDERICK M. KELLEY.....	New York.
SAMUEL LAWRENCE.....	New York.
JAMES RODWELL.....	Brooklyn.

CHAS. E. BOGERT.....	President.
SAMUEL LAWRENCE.....	Treasurer.
HIRAM JOHNSON..	Secretary.

Communications intended for this company should be addressed, HIRAM JOHNSON, Secretary, No. 64 Broadway, New York.

The undersigned has prepared the foregoing statements, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) SAMUEL LAWRENCE, *Treasurer.*

(No. 112.)

## NEW YORK AND CANADA,

LESSOR.

NEW YORK, } ss.:  
County, }

rr, Secretary and Treasurer of the New York and Canada Railroad  
y duly sworn, deposes and says, that the statements in the annexed  
as been signed by him, at the end thereof, are true and correct,  
best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT.  $\frac{1}{2}$ 

sworn to before me, }  
f November, 1878, }

JOHN A. PATTISON,

*Notary Public, Kings County.*

## STOCK AND DEBTS.

by charter .....	\$4,000,000 00
subscribed .....	4,000,000 00
as by last report .....	4,000,000 00
now paid in of capital stock .....	4,000,000 00
by last report .....	4,000,000 00
now of funded debt .....	4,000,000 00
as by last report .....	262,594 93
now of floating debt .....	26,938 68
now of funded and floating debt .....	4,026,938 68
per annum, of interest on funded debt .....	6 p. c. gold.

leased in perpetuity to the Delaware and Hudson Canal Company.  
will be reported by the latter company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry .....	\$4,923,907 12	\$4,923,570 82
.....	405,012 44	405,012 44
including iron .....	2,085,208 04	2,085,208 04
freight stations, buildings and .....	67,956 00	67,963 10
r houses, machine-shops, ma- .....	33,014 71	33,014 71
xitures .....	431,791 22	446,981 35
ages, and fences .....	309,832 51	309,927 01
agencies .....	6,338 75	6,441 30
.....		
road and equipment .....	\$8,263,060 79	\$8,278,118 77



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. RECEIPTS.

Delaware and Hudson Canal Company, rent.....	\$120,589 64
Advanced by lessee .....	116,773 09
Total .....	<u>\$237,362 73</u>

## 2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest.....	<u>\$237,362 73</u>
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ISAAC V. BAKER.....	Comstocks, N. Y.
THOMAS DICKSON .....	Scranton, Pa.
LE GRAND B. CANNON .....	New York.
JAMES C. HARTT .....	New York.
JAMES ROOSEVELT .....	New York.
ABIEL A. LOW .....	New York.
JAMES M. HALSTED.....	New York.
JAMES R. TAYLOR .....	New York.
RODMAN G. MOULTON.....	New York.
WILLIAM W. COOKE.....	Whitehall, N. Y.
COE F. YOUNG .....	Honesdale, Pa.
ANDREW WILLIAMS .....	Plattsburgh, N. Y.
CHRISTOPHER C. NORTON .....	Plattsburgh, N. Y.

ISAAC V. BAKER.....	President.
JAMES C. HARTT .....	Treasurer and Secretary.
CHARLES W. WENTZ. ....	Engineer.
THEODORE VOORHEES .....	Superintendent.

Communications intended for this company should be addressed, care of Delaware and Hudson Canal Company, New York City.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. C. HARTT, *Sec. and Treas.*

---

(No. 113.)

NEW YORK AND CANADA,

LESSEE.

---

STATE OF NEW YORK, }  
*New York County,* } ss.:

JAMES C. HARTT, Treasurer of the Delaware and Hudson Canal Company, lessee of the New York and Canada Railroad, being duly sworn, deposes and says, that the



annexed report, which has been signed by him, at the end thereof, in full, according to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT.

Sworn to before me, }  
November, 1878. }

JOHN A. PATTISON,

Notary Public, Kings County.

#### CHARACTERISTICS OF ROAD.

.....	112.93 miles.
in this State.....	112.93 "
laid.....	112.93 "
laid in this State.....	112.93 "
track, including sidings.....	13.34 "
ties owned by the company, laid.....	37 "
track laid on same.....	2.69 "
er yard, on main track.....	62 pounds.
ne-houses and shops.....	}
es.....	
class passenger cars.....	
nd-class and emigrant passenger cars.....	
age, mail, and express cars.....	
ht cars, including coal cars.....	}
ce cars.....	
ine of road from Lake Champlain to Rouse's Point,	112.93 miles.

#### OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

run by passenger trains.....	174,882
run by freight trains.....	118,759
engers (all classes) carried in cars.....	101,344
traveled by passengers, or number of passengers	
e.....	4,158,108
of 2,000 pounds, of freight carried in cars.....	223,716
of freight, or number of tons carried one mile.....	11,355,983
speed adopted by ordinary passenger trains, includ-	
s per hour).....	24
same when in motion.....	28
speed adopted by express trains, including stops...	30
same when in motion.....	33
speed adopted by freight trains, including stops....	10
same when in motion.....	16
in tons, of passenger trains, exclusive of passengers	
.....	110
in tons, of freight trains, exclusive of freight.....	230

#### AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest,.....	6,980
.....	5,035
l.....	10,733
l products.....	9,372
.....	44,535
.....	12,198
.....	23,486
.....	111,377
.....	223,716

\* Included in Rensselaer and Saratoga Railroad report.

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

For first-class through passengers.....	27 cents.
For first-class way passengers.....	4 "
For emigrant through passengers.....	1 1/2 "

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers .....	\$187,853 24
From freight .....	213,225 78
From other sources .....	886 57
Total .....	\$401,965 54

## 2D. RECEIPTS.

From passengers .....	\$187,853 24
From freight .....	213,225 78
Rents .....	\$547 25
Telegraph.....	339 32
Total .....	\$401,965 54

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses *.....	\$281,375 00
For interest .....	237,362 73
Total .....	\$518,738 63

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ABIEL A. LOW.....	New York.
ROBERT LENOX KENNEDY.....	New York.
JAMES M. HALSTED .....	New York.
LE GRAND B. CANNON.....	New York.
GEORGE CABOT WARD.....	New York.
JAMES ROOSEVELT.....	Hyde Park, N. Y.
JAMES R. TAYLOR.....	New York.
THOMAS DICKSON.....	Scranton, Pa.
JOHN JACOB ASTOR.....	New York.
THOMAS CORNELL .....	Rondout, N. Y.
LEVI P. MORTON .....	New York.
J. PIKRPONT MORGAN.....	New York.
ROBERT S. HONE.....	New York.

THOMAS DICKSON .....	President.
JAMES C. HARTT .....	Treasurer.
GEORGE L. HAIGHT.....	Secretary.
CHARLES W. WENTZ.....	Engineer.
COR F. YOUNG .....	General Manager.

Communications intended for this company should be addressed, New York City.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*

\* Being seventy per cent of earnings allowed to Delaware and Hudson Canal Company, Rensselaer and Saratoga Division, for operating expenses and maintenance.



(No. 114.)

## NEW YORK CENTRAL AND HUDSON RIVER.

NEW YORK, }  
County, } ss.:

CLARKE, Treasurer, and JAMES TILLINGHAST and JOHN M. TOUCEY, act-  
dents of operations of the New York Central and Hudson River  
any, being severally sworn, each for himself deposes and says, that  
in the annexed report, which has been signed by each of them, at the  
e true and correct, according to the best of his knowledge, informa-

(Signed) C. C. CLARKE,  
J. TILLINGHAST,  
J. M. TOUCEY.

sworn to before me, }  
of December, 1878. }

ISAAC P. CHAMBERS,

Notary Public, New York County.

## STOCK AND DEBTS.

.....	\$89,428,300 00
by last report.....	89,801,233 33
ow of funded debt.....	39,801,233 33
rtgages given or assumed by the company upon pur- estate.....	632,050 56
per annum, of interest on funded debt.....	6½ per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry.....	\$19,501,106 83	\$19,543,814 40
.....	2,528,026 21	2,528,026 21
, including iron.....	29,119,425 68	29,216,925 68
freight stations, buildings and r houses, machine shops, ma- fixtures.....	11,926,328 49	12,196,709 89
nages, and fences.....	11,968,899 31	12,469,817 91
d fixtures, and snow plows.....	5,988,903 51	5,868,486 79
baggage cars.....	1,764,143 82	1,628,292 79
er cars.....	10,115,901 93	10,233,626 93
d agencies.....	2,999,473 27	2,999,473 27
.....	16,985 00	.....
able equipage.....	4,293 10	.....
Lake Ontario railroad.....	150,000 00	150,000 00
agara Falls railroad.....	658,921 56	658,921 56
ad.....	400,000 00	400,000 00
Hudson River railroad.....	2,000,000 00	2,000,000 00
of road and equipment.....	\$99,142,408 71	\$99,894,095 43



## CHARACTERISTICS OF ROAD.

Length of road.....	} See statement on pages following.
Length of road in this State .....	
Length of road laid .....	
Length of road laid in this State .....	
Length of double track, including sidings.....	
Length of branches owned by the company, laid.....	
Length of double track laid on same.....	
Weight of rail, per yard, on main track (all steel).....	65 pounds.
Number of engine-houses and shops.....	61
Number of engines.....	587
Number of dummies.....	8
Number of first-class passenger cars .....	381
Number of second-class and emigrant passenger cars.....	82
Number of baggage, mail, and express cars.....	212
Number of freight cars, including coal cars .....	15,964
Length of main line of road from New York to Buffalo.....	441.75 miles

## LENGTH OF ROAD.

## Hudson River Division.

		Miles
New York to East Albany.....		144.00
OWNED.	Second track .....	144.00
	Third track .....	16.93
		160.93
	Miles of line.....	304.93
	Turnouts.....	45.07
	Total miles of track .....	350.00

## New York Central Division.

Albany to Buffalo.....		297.75
OWNED.	Schenectady Junction to Athens .....	40.29
	Troy to Schenectady.....	21.00
	Syracuse to Rochester, via Auburn .....	104.00
	Batavia to Attica .....	11.00
	Rochester to Niagara Falls.....	74.75
	Lockport Junction to Tonawanda .....	12.25
	Rochester Junction to Charlotte .....	6.88
	Buffalo to Lewiston.....	28.25
		298.42
	Miles of road.....	596.17
	Second track on main line.....	297.75
	Second track, Rochester to Niagara Falls.....	19.55
	Second track, Buffalo to Lewiston.....	4.00
	Third track, Albany to Rochester.....	222.19
	Fourth track, Albany to Rochester.....	222.19
	Third track, Rochester to Buffalo .....	16.00
	Fourth track, Rochester to Buffalo.....	3.08
		784.73
	Miles of line .....	1,380.90
	Turnouts.....	399.00
	Miles of track.....	1,779.90

## RAILROAD REPORT.

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and Greenbush road.....	6.00	
track.....	6.00	
of line.....	12.00	
Duyvil and Port Morris road.....	6.04	
track.....	6.04	
of line.....	12.08	
Bridge and Canandaigua road.....	98.46	
ts.....	5.50	
of line.....	103.96	
road (Buffalo).....	7.67	
track.....	7.67	
ts.....	1.24	
	8.91	
of line.....	16.58	
Junction road.....	7.81	
track.....	7.81	
of line.....	15.62	
rk and Harlem road.....	126.96	
track.....	22.44	
track.....	3.85	
track.....	3.85	
s.....	30.61	
	60.75	
of line.....	187.71	
Mahopac (branch of Harlem).....	7.09	

ated recapitulation of tracks on next page.]



## RECAPITULATION.

LINES OWNED.	Road, miles of.	Second track, miles of.	Third track, miles of.	Fourth track, miles of.	Turnouts, miles of.	Total miles of track.
New York to East Albany .....	144.00	144.00	16.93	.....	45.07	350.00
Albany to Buffalo .....	297.75	297.75	238.19	225.27	399.02	1,457.98
Totals .....	441.75	441.75	255.12	225.27	444.09	1,807.98
Branches .....	298.42	23.55	.....	.....	*	321.97
Totals .....	740.17	465.30	255.12	225.27	444.09	2,129.95
LINES LEASED.						
Troy and Greenbush .....	6.00	6.00	.....	.....	.....	12.00
Niagara Bridge and Canandaigua .....	98.46	.....	.....	.....	5.50	103.96
Spuyten Duyvil and Port Morris .....	6.04	6.04	.....	.....	.....	12.08
Junction (Buffalo) .....	7.67	7.67	.....	.....	1.24	16.58
Syracuse Junction .....	7.81	7.81	.....	.....	.....	15.62
New York and Harlem .....	126.96	22.44	3.85	3.85	30.61	187.71
Lake Mahopac .....	7.09	.....	.....	.....	.....	7.09
Totals .....	260.63	49.96	3.86	3.85	37.35	355.04
Grand totals .....	1,000.20	515.26	258.97	229.12	481.44	2,484.99

This company has also operated the Dunkirk, Allegheny Valley and Pittsburgh Railroad, 104 miles, under lease, from December 1, 1872, the mileage, earnings, and operations of which are not included herein, as separate accounts have been kept and a separate report made.

\* Turnouts included in second track.



## SUMMARY.

.....	740.17 miles.	
.....	465.30 "	
.....	255.12 "	
.....	225.27 "	
.....	444.09 "	
	<hr/>	2,129.95 miles.
.....	260.03 miles.	
.....	49.96 "	
.....	3.85 "	
.....	3.85 "	
.....	37.35 "	
	<hr/>	355.04 "
		<hr/>
		2,484.99 miles.
		<hr/>

## OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

run by passenger trains .....	4,888,562
run by freight trains .....	11,109,497
run by switch and work trains .....	4,401,501
passengers (all classes) carried in cars .....	8,927,565
traveled by passengers, or number of passengers .....	300,302,140
of 2,000 pounds, of freight carried in cars:	
company's freight .....	480,122
.....	7,695,413
of freight, or number of tons carried one mile:	
company's freight .....	41,600,236
.....	2,042,755,132
speed adopted by ordinary passenger trains, including stops .....	25
same when in motion .....	30
speed adopted by express trains, including stops .....	30
same when in motion .....	35
speed adopted by freight trains, including stops .....	12
same when in motion .....	15
in tons, of passenger trains, exclusive of passengers .....	150
in tons, of freight trains, exclusive of freight .....	500

## AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

of the forest .....	415,565
.....	1,024,071
.....	2,628,190
products .....	597,388
.....	812,882
.....	542,566
.....	872,436
.....	802,315
.....	<hr/>
.....	7,695,413
.....	<hr/>

## FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES

## PER MILE, AS FOLLOWS:

rough passengers .....	2.01 cents.
y passengers .....	2 and 2.50 cts.
through passengers .....	1.56 cents.
way passengers .....	1.70 "
ough passengers .....	1.13 "
y passengers .....	1.18 "

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$1,355,232 30	\$420,122 01	\$935,110 29
Cost of iron used in repairs. ....	322,405 57	99,945 72	222,459 85
Repairs of buildings. ....	227,716 49	70,592 11	157,124 38
Repairs of fences and gates. ....	42,994 63	13,328 33	29,666 30
Taxes on real estate. ....	924,506 26	286,596 94	637,909 32
Totals. ....	\$2,872,855 25	\$890,585 11	\$1,982,270 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$959,544 97	\$297,458 94	\$662,086 03
Repairs of passenger and baggage cars. ....	487,500 19	487,500 19	.....
Repairs of freight cars. ....	1,256,323 94	.....	1,256,323 94
Repairs of tools and machinery in shops. ....	74,560 28	23,113 68	51,446 60
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	159,601 15	49,476 35	110,124 80
Totals. ....	\$2,937,530 53	\$857,549 16	\$2,079,981 37



## RAILROAD REPORT.

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	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$61,245 99	\$18,986 25
Agents and clerks.....	1,027,032 16	318,379 96
Labor: loading and unloading freight.....	1,110,689 39	1,110,689 39
Porters, watchmen, and switchtenders.....	583,557 23	180,902 74
Wood and water station attendance.....	49,927 14	34,449 73
Conductors, baggage and brakemen.....	764,956 96	527,820 80
Enginemen and firemen.....	1,097,758 67	757,453 49
Fuel: cost and labor of preparing for use.....	1,996,463 51	1,377,559 83
Oil and waste.....	304,119 23	209,843 27
Loss and damage of goods and baggage.....	67,266 72	66,517 82
Damage for injuries of persons.....	50,516 02	12,629 01
Hauling freight cars in New York city.....	48,516 55	48,516 55
Damage to property, including damages by fire and cattle killed on road.....	24,753 10	17,079 64
Lighterage and cartage.....	772,708 47	772,708 47
General superintendence.....	137,024 58	94,546 97
Rents paid.....	364,865 34	251,757 09
Contingencies.....	190,470 51	131,424 66
Freight car service.....	1,673,719 99	1,673,719 99
Totals.....	\$10,325,591 55	\$8,240,281 64
RECAPITULATION OF TRANSPORTATION EXPENSES.		
Maintaining road-bed, etc.....	\$2,872,855 25	\$1,982,270 14
Repairs of machinery.....	2,937,530 53	2,079,981 37
Operating.....	10,325,591 55	8,240,281 64
Totals.....	\$16,135,977 33	\$12,302,533 15



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers.....	\$6,022,955	65
From freight.....	19,045,829	71
From other sources.....	3,841,769	82
Total.....	\$28,910,555	18

## 2D. RECEIPTS.

From passengers.....	\$6,022,955	65
From freight.....	19,045,829	71
Carservice.....	\$884,462	46
Rents.....	1,244,358	83
Mail service.....	441,143	43
Telegraph.....	6,535	77
Interest.....	384,092	42
Use of road.....	229,721	10
Miscellaneous.....	647,455	81
	3,841,769	82
Total.....	\$28,910,555	18

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$16,135,977	33
For interest.....	2,796,576	35
For dividends on stock — amount and rate per cent — 8 per cent,	7,139,528	00
To rent of other lines.....	1,939,555	70
Balance.....	898,917	80
Total.....	\$28,910,555	18

## ACCIDENTS.

CAUSE OF ACCIDENT.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from cars, engines, or platforms.....	2	2	6	15	11	6	19	23
Jumping on or off cars or engines in motion.....		2	2	....	5	29	7	31
Walking, lying, sitting, or being on the track.....		....	7	4	47	30	54	34
Coupling or switching cars, or at work around them.....		....	2	28	....	....	2	28
Putting arms or heads out of windows, or stones thrown in windows.....		2	....	....	....	....	....	2
Collisions, or cars or engines thrown from track.....		5	6	5	1	2	7	12
Striking bridges, arches, or tunnels.....		....	4	13	1	3	5	16
Crossing track in front of engines or trains.....		....	1	1	15	22	16	23
Found dead on track.....		....	....	....	17	....	17	....
Explosions.....		....	....	....	....	1	....	1
Suicide, or attempted suicide,.....		....	....	....	1	1	1	1
Totals.....	2	11	28	66	98	94	128	171

*giving is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of the person, as follows :*

- r 1. John Kearns,\* standing on track at Dewitt depot, watching a passing train, struck by another train and killed.
- r 3. James Early,\* switching off cars at Akron Cement Works, struck by a freight train ; small bone leg and toe broken.
- r 4. John H. Kenney,\* switch left wrong and train thrown from track, under engine ; supposed instantly killed ; Clyde station.
- r 4. James Bennett,\* engine thrown from track by a misplaced switch, at Buffalo ; badly injured ; afterwards died.
- r 6. J. B. Mitchell, west of iron bridge, Palatine, trying to get on a freight train between cars ; one arm and leg cut off.
- r 9. Timothy Ford, Forty-fifth street and Eleventh avenue, New York City, jumped from freight train in motion, fell ; had his right leg fractured ; afterwards died.
- r 10. Joseph Haffner, Water street crossing, Rochester, jumping on to a freight train in motion, fell ; foot badly crushed ; afterwards amputated.
- r 10. M. A. Murphy,\* at Brockport, pulling pin to disconnect engine from freight train, caught in guard rail and track ; badly bruised ; no bones broken.
- r 11. Martin Ratchford, near Fort Montgomery tunnel, walking on track, struck by freight train ; instantly killed.
- r 11. Patrick Kearney, near Fort Montgomery tunnel, walking on track, struck by freight train, Rensselaer, struck by same train ; not much injured.
- r 12. John H. Wheeler,\* at Newark, overhead railroad bridge, while on train, struck same ; badly injured.
- r 13. William Delaney, at Yonkers, trying to get on train in motion, fell ; one arm and leg cut off.
- r 14. James Carr, at Herkimer, trying to get on moving freight train, fell ; one arm and leg badly crushed ; lock-jaw followed ; died next day ; he was intoxicated at the time.
- r 14. Wallace Thatcher, at Sixty-fifth street and Eleventh avenue, New York City, was standing on top of freight car, was struck and knocked off by bridge ; one arm and leg cut off ; died.
- r 15. Harvey Schreyer, between One Hundred and Sixty-fifth and One Hundred and Sixty-sixth streets, walking on track, struck by engine, and badly injured ; died.
- r 15. Unknown man, near Churchville, found dead on track.
- r 17. John Murlius, at Fifty-first street and Eleventh avenue, found dead on track ; died.
- r 17. George Wepperstein, between Hastings and Dobbs' Ferry, found on track ; one leg broken.
- r 19. William Castle, at Fonda, N. Y., trying to get on freight train in motion, fell ; had one leg run over, and was afterwards amputated.
- r 19. John Dunham, at Waterloo, walking on track, struck by engine, and killed.
- r 23. Thomas Harris, at Mott Haven station, crossing track in front of freight train, struck ; badly injured.
- r 25. Charles A. D. Smith, at Sexton street, Rochester ; he was playing

\* Employes.

with other boys ; went under car in motion, fell ; had both legs run over near afterwards died.

October 25. Unknown man, at Victor station, while a passenger, passing train, fell between cars, and died from injuries received.

October 27. John Conley,\* at Amherst street crossing, at Black Rock, struck on track, run over by engine and killed.

October 28. Mrs. Catharine Russell, at Hastings, crossing track in front of struck and killed.

October 29. Libbie S. Nosberry, east of Lockport, walking on track, perturbed, deranged, struck by engine ; afterwards died.

October 31. Patrick Scanlon, Frankfort station, walking upon track, struck freight train, badly injured ; afterwards died.

November 2. Fred. Kuner,\* at Thirtieth street and Eleventh avenue, New York City, while applying brake on hay car, slipped and fell, sprained his hand, injured internally.

November 3. David Parcisa, at East Albany, found on track with both legs off ; afterwards died.

November 4. Thomas McCann, at Seventy-fourth street and Eleventh avenue, New York City, walking on track, struck by train, had collar bone broken.

November 4. Mrs. John Barth, east of Grimesville, walking on track, moving both ways, struck and killed.

November 5. John Fitzgerald,\* at Manhattanville, coupling cars, had his hand badly hurt.

November 6. A. Dratt, at Lyons station, while a passenger, going through train, fell between cars in motion and killed.

November 6. Emil Schoenleber, at Sixty-fifth street and Eleventh avenue, New York City, riding on top of freight cars, fell off and was killed.

November 6. Thomas Jordan, at Utica freight yard, found dead upon track, supposed to have been run over.

November 7. Thomas Lambert,\* at Dobbs' Ferry, struck by bridge, crossing station, knocked off car ; not badly injured.

November 8. A. J. Stiles,\* at East Rochester, coupling cars, bones of hand broken.

November 12. Mrs. Page, at Tarrytown, while a passenger, jumped off train in motion ; injuries not serious.

November 12. Catharine Crossly, Walden avenue crossing, Buffalo, train moving both ways, struck by one of them, while she attempted to cross track, and killed.

November 13. Richard Nagle, Thirty-second street, between Tenth and Eleventh avenues, New York City, riding on top of freight car, getting down therefrom, caught between bumpers and crushed to death.

November 14. Owen McCabe,\* at Peekskill, struck by draw-bridge, while crossing freight train, and seriously injured.

November 15. Susanna Forunstein, Auburn road, west of Geddes street, crossing, was on track, under cars, picking up cinders, when she came out was struck by passing locomotive ; injuries not serious.

November 15. Ansen Underwood,\* Troy, coupling cars, finger injured.

November 18. Phordice B. Simmonds,\* at East Rochester freight yard, while coupling pin, cars started down grade, was crushed and died ; caught between tender and freight car.



19. George R. Coates, at State street crossing, Rochester, crossing  
train of horses, trains moving both ways, was struck; injuries slight.
19. Dick Williams, at Poughkeepsie rolling mill, lying on side of  
train, was struck by engine; injuries slight.
21. Dallas Wood, at cut, below Highland station, found dead on track.
24. George H. Budlong,\* in east tunnel, about Ninetieth street, New  
York, fell off last platform; very dark; injuries slight.
25. Edgar E. Prunyn,\* west of Rochester, on top of freight car, engine  
jerked, fell across track and badly injured.
27. P. Kain,\* at West Albany, coupling cars, arm caught between  
cars, badly bruised.
27. Ida Pettel, at Greenbush yard, fell off train; she was foolish;  
injuries slight.
28. Henry Schweir,\* at East Buffalo freight yard, while fixing his  
car, fell and was killed.
28. George White, at Unionville, east of Phelps, found dead on track.
28. Stephen Nivin,\* at Hastings, putting on brakes, fell forward;  
wrist put out of joint.
29. Francis Walsofsky,\* at East Buffalo freight yard, switching trains,  
fell on track; run over and killed.
30. William E. Springstein, at Morrisania, stepping off engine, sup-  
posedly caught his foot on engine steps, and dragged along; died from his  
injuries.
30. William Minkler,\* at Sixty-fifth street yard, coupling cars, had his  
finger caught between cars, and was killed.
31. William Alexander Shepard, near Hudson street, Rochester, walking  
with umbrella up; raining; struck and killed.
31. George Korb, Almond street crossing, Syracuse, standing on track,  
was struck about head; slight injuries.
32. Henry Young,\* while opening gates at east end of River bridge,  
by an incoming train, struck by it; one leg cut off, and ribs broken.
33. Thomas Lambert,\* at Hyde Park, struck by bridge south of  
city, fell to the ground; found unconscious.
34. Adam Cramer, East Grimesville, walking on track (trains moving  
both ways), was struck and killed.
34. J. M. Dickinson,\* at River bridge, Rochester, put his head and  
arm against side of engine, was struck by gate-post and knocked off; bruised.
35. William Riley (boy), at Eleventh avenue, between Fifty-sixth and  
Sixty-first streets, New York, trying to get on train in motion, fell, and had both  
arms broken; afterwards amputated.
35. John Barrett (boy), at Sing Sing station, jumping on train in motion,  
was struck and killed.
36. John Barker,\* at East Rochester, his engine collided with another  
engine, he was thrown on tender and badly bruised.
36. James McCabe, near Weedsport, walking on track, struck by end  
of train; not much hurt.
37. William O'Connor, at Canal street, between West and Washington  
streets, New York, falling down between the cars, freight train, fell, and his right leg and  
arm were broken.
37. Thomas Carlin,\* East Forty-fourth street and Fourth avenue,

\* Employes.

N. Y., on railroad track, foot caught between guard and main rail, fell and fractured his thigh.

December 17. Marcellus Francis,\* East Rochester, fell from top of freight car; injured his head; not serious.

December 21. Joseph Smith, Eleventh avenue, between Thirty-second and Thirty-third streets, New York City, crossing track in front of engine, struck by same; arm and foot smashed; afterwards died.

December 22. Henry Van Durrey, at Genesee river bridge, Rochester, run over by engine and killed; he was intoxicated.

December 24. James Gilhony, south of Melrose station, found dead on track; had been drinking.

December 27. Dennis Connors, north of Rhinebeck, walking on track; struck by engine and killed.

December 29. Thomas Riley, west of Lockport, while a passenger, jumped off train in motion; arm dislocated, and head bruised.

December 31. Peter Coffey, walking on track, east of Cayuga station, struck and killed.

December 31. William Paul (boy), Suspension Bridge coal trestle, jumping on train in motion, fell; had one leg badly smashed; was amputated.

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January 1. William Shanahan (boy), Poughkeepsie, dye-works bri'ge, jumping off switch engine in motion, fell; one foot smashed; amputated.

January 3. Frank Mank,\* East Buffalo, west of station, walking on track, struck by bumper and badly hurt.

January 6. William Nugent,\* north of Yonkers, Dudley's Grove, struck head against stone arch, while on top of freight car; died soon afterwards.

January 10. Elizabeth Long, near water-house, Auburn, on track, struck by engine; knocked down and crushed.

January 10. Elizabeth Dockstader, east of Fonda, on track picking up coal, struck by engine; afterwards died.

January 10. L. Henermond, tunnel in Eighty-sixth street station, stepped off car, not knowing the platform was not up, fell; slight injuries.

January 12. L. Waters,\* between Main and Church street bridge, Poughkeepsie, the caboose that he was in, struck by a locomotive, and his leg was broken.

January 13. William Quigley (boy), at North Tarrytown, trying to jump on train in motion, fell; one car passed over his leg and arm; afterwards amputated.

January 15. Miss Dalton, at Sing Sing, jumped off train, while a passenger, before the same stopped; slight bruises.

January 16. Michael Scanlon, State street crossing, Rochester, crossing track in front of train, struck; not much hurt.

January 17. John F. Brown, at Little Falls, found dead on track.

January 18. Frederick Fitch, north of Yonkers, Dudley's Grove, walking on track, struck by engine and killed.

January 19. Frederick King, west of Schenectady, walking on track, two moving trains, was struck and killed.

January 21. Elias Benson, west of Bergen station, walking on track, two moving trains, was struck and badly bruised.

January 21. Francis Bentley, Front street crossing, Schenectady, standing on track, trains passing each way, was struck, and died soon afterwards.

January 22. Edward Morgan,\* at Fort Plain station, coupling cars, caught foot in track; freight train backed over his leg; afterwards amputated.

\* Employees.



- Philip Lynch, at Tarrytown, jumping on train in motion, was struck much hurt.
- Unknown man, west of Bergen, near Gardner's crossing, found dead
- James Fitzsimmons, Thirtieth street between Tenth and Eleventh  
ack, struck by freight car; both legs cut off; afterwards died.
- Patrick O'Marra,\* north of Patterson station, side rod of engine  
ped from engine; afterwards died from injuries.
- John Doyle,\* Sixtieth street yard, New York, fell from top of freight  
bruised on hip.
- Thomas Sheppard, at Poughkeepsie station, found dead on track;  
ch engine backing down.
- John Dunn, at Geddes, Gere's crossing, walking on track; struck  
killed.
- Unknown man, at Forty-seventh street, New York, crossing track  
in; was struck and afterwards died.
- Kearn Mullen,\* East Buffalo, under Erie bridge, run over and
- William Marshal,\* west-bound yard, Buffalo, pulling pin; arm  
y bruised.
- John O'Rorack, Waterloo, crossing track in front of engine; struck;  
broken, and head badly hurt.
- Charles Smith,\* at Fairport, while flagging his train, stepped on  
of another train, was struck, and arm badly smashed.
- H. A. Tripp,\* at Rochester, St. Paul street bridge, on top of  
s struck by same and killed.
- John Fagle,\* west of Little Falls, on track; struck by train and
- Schryrer (colored), walking on track, Rhinebeck tunnel;  
in; slightly injured.
- Unknown man, at Peekskill, found on track with both legs cut off;  
ed.
- John Welch (boy), near Clyde depot, playing marbles on side of  
by engine; collar-bone broken in two places.
- Michael Nash, at Mott Haven station, stepping on track in front  
struck and killed.
- Albert Menz, Rochester, Main street, on track; struck by engine  
n; slightly injured.
- Edward Moore,\* at Palmyra, fell off train while putting up lights  
; injuries slight.
- William Mahar,\* Sixty-fifth street yard, New York, coupling cars;  
en and badly crushed.
- Collision, Low Point, passenger train running into freight train;  
n, passenger, back was hurt; A. Miller, passenger, injured right knee;  
passenger, right elbow bruised; — Casey, passenger, right elbow  
Burnham, passenger, hurt in right groin; John Greenalch,\* engineer,  
right hip bruised; M. Fleming,\* fireman, head and back hurt; not
- John Darby,\* near Dewitt, supposed to have fallen off his train  
in Onondaga creek, and drowned.

\* Employees.



February 23. William Vandervoort,\* Rochester depot, crossing on track; struck by engine backing down, and was killed.

February 23. Patrick Lynch,\* at St. John's Park, New York, fell from freight car when unloosening brake; run over and died.

February 26. Thomas J. Finnell,\* at Palmyra, stepping from engine; slipped and injured his foot.

February 27. M. M. Donnough, near Gasport, walking on track; struck by engine; injuries slight.

February 28. Menzo Klock, west of Manlius, found dead on track; had been drinking.

March 1. David Morehead,\* Albany depot, jumping on car, missed his footing and thrown between tank-house and car; crushed to death.

March 1. Allen J. Bump,\* at Hudson, struck by trunk from baggage car; leg broken.

March 2. Curtis A. Kellogg, at Tivoli, in a caboose on a freight train, struck by train following; he was killed.

March 6. Unknown man, north of East Albany, fell from freight car and was killed.

March 8. Charles Newlove, Clyde depot, jumped off freight train in motion; foot injured.

March 9. Henry Hill,\* at East Rochester, while applying brake to car, wheel came off, he was thrown to the ground thereby; injuries slight.

March 10. William Bacon, at Ford street trestle, Rochester, while attempting to cross track between cars, was caught and squeezed severely; no bones broken.

March 15. Michael Larkin,\* west of Brighton Junction, walking on track, engine backing down struck and killed him.

March 16. Robert Jones, Albion, Main street crossing, jumping from train in motion; badly injured.

March 18. John A. Coles, south of Peekskill, walking on track, struck, and afterwards died.

March 19. Adam Real,\* at East Buffalo, while pulling pin, caught arm, and same was broken.

March 19. Unknown boy, riding on freight car, knocked off at Spuyten Duyvil bridge; hand hurt.

March 20. Levi King, south of crossing at Dover Plains, attempting to cross in front of train, struck, and was killed.

March 21. Charles Morgan, an old man, at Grand Central depot, passing through train, fell between cars; injuries slight.

March 21. Aaron Rice, west of Corfu, walking on track, was deaf, train struck him, and he afterwards died.

March 26. John Guisen,\* East Buffalo freight yard, foot caught in frog, badly injuring it.

March 28. Benjamin Searles, at St. Johnsville, crossing track, was struck by engine; leg injured, afterwards amputated.

March 28. Abram Cuddy,\* Forty-first street and Eleventh avenue, coupling cars, caught between, badly bruised; no bones broken.

March 29. Edward Lanagan,\* found dead on top of freight car; supposed to have been struck by One Hundred and Fifty-second street bridge, New York.

March 29. P. Natley, at East Buffalo stock yard, while standing on bumpers, watching sheep, had foot crushed.

\* Employees.

Ellen Kelly, Buffalo, Michigan street, walking on track, struck by

William Wright (boy), riding in caboose, on freight train, jumped off, avenue, near Fiftieth street; sprained his ankle.

Unknown man, east of Utica, walking on Mohawk bridge, struck and

injured.

Lawrence Connelly (boy), at East Albany freight house, riding on switch

and was killed.

Michael Brady, Geneva Branch, east of freight-house, drunk, on track

and hand run over; afterwards amputated.

Cornelius Turner, west of West Albany, struck by engine, while walk-

ing and killed.

L. Dalton,\* at Tivoli, while on freight train, struck by water spout ;

head.

George Woodhull, near Chestnut street, Syracuse, trying to get on

train, had arm bruised and nose broken.

William T. Quigley, Auburn, Cottage street crossing, jumped off train

and scalp wound and scratch on his face.

Richard White, Eleventh avenue and Forty-fourth street, trying to get

on train in motion, arm and leg run over, New York.

Henry Doyle,\* Poughkeepsie yard, coupling cars, one bone in elbow

broken.

Walter Spitzer, freight yard, Schenectady, walking on track, struck by

train, slight.

Patrick J. Walsh, at Tribes Hill, stealing a ride on freight train, fell off,

and died afterwards.

Clarence Zemki, at Albion, jumping from freight train, right arm run

over and injured.

William Brennan, Eleventh avenue, between Fifty-fifth and Fifty-sixth

avenue, New York, trying to get on train in motion, fell ; foot injured.

John Meehan, Buffalo, on track, struck by engine backing down, and

injured.

Mrs. E. Murphy, at Dewitt, crossing track in front of train, struck and

injured.

Mrs. Ellen Brassell, at Dewitt, crossing track in company with Mrs.

Brassell, also struck and killed.

William Halett, Syracuse, Clinton street, on track, struck by engine,

run over and amputated ; drunk.

John Kennedy,\* north of Yonkers, fell between cars ; died.

Sylvester Ivery,\* New Hamburg, stake broke on car ; hit in face

and injured.

H. D. Zacher (boy), Ferry street crossing, Belt Line, standing on curve,

moving in opposite directions, struck and killed.

Jacob Weil (boy), Buffalo, Main street, jumped off train in motion ;

injured.

Myron Youngs, Fort Plain, jumped from moving train ; injuries not

serious.

John McBride, Amsterdam, walking on track, struck ; leg broke and

injured.

W. J. Patterson, Albany, Lumber street, walking on track, struck ;

head.

\* Employees.

April 20. Jacob Burns, Jr., crossing track at Amsterdam, in front of ha injured in hip.

April 21. Hugh McNamara,\* Sixtieth street yard, passing over cars, f broken badly.

April 21. Mrs. Martin Delaney, Kirkville station, walking on track, str engine and train; fatally injured.

April 24. Noah Deer, at Crugers, on top of freight car looking after his p struck by bridge; injuries not serious.

April 26. Henry Hahn, Peekskill, crossing track, struck; rib fractured scalp wound.

April 27. Frank L. Harrison,\* Buffalo, near Forks, fell between cars a killed.

April 27. H. V. Montrose, at Peekskill, crossing track, struck by engine; slight.

May 2. Unknown man, at East Creek station, riding on freight train, fell b cars in motion and killed.

May 6. William Slattery, Iron Works, Troy branch, walking on track, str engine, and afterwards died.

May 6. Jeremiah Monnehan, Iron Works, Troy branch, walking on tra killed.

May 6. Robert Hilton, near Mount St. Vincent, walking on track; str engine; badly injured in head and leg.

May 6. Charles Tuttle, near Katonah, walking on track; struck by engi killed.

May 7. Unknown man found dead on track north of Glenwood.

May 9. John Powers, at Sharon station, trying to get on train in motion; between it and platform; arm and rib broken.

May 9. Bridget Foley, at Thirtieth street and Tenth avenue, while riding line car; struck by freight car switching out of Thirtieth street; very ba about the head with broken glass.

May 9. Mary Zimmerman, at Thirtieth street and Tenth avenue, also i while riding in belt line car, by the same collision as above; injuries internal.

May 11. John Crimin (boy), Forty-sixth street and Eleventh avenue, tr jump on train in motion, fell, and one foot crushed.

May 16. Edward Whiten (boy), at Eleventh avenue, near Thirty-seventh fell, and one leg crushed, from steps of caboose.

May 16. Charles Parker,\* crossing east of Jordan; struck horse; threw c on him; he was killed.

May 17. Peter McInnes,\* west of Newark, was looking back, and had sw body out; struck by iron bridge and was killed.

May 17. George Elmer (boy), Albion, trying to get on train in motion, f one foot badly crushed; amputated.

May 19. Dominick Septeze,\* at Thirty-third street yard, New York City coupling cars, caught foot in frog and was crushed to death.

May 22. James O'Brien, Jr.,\* at Sixty-fifth street yard, New York City, c cars; hand badly bruised; no bones broken.

May 22. Thomas Edwards, south of Irvington station, found badly inju track; struck by passing train.

May 22. William Dwyer,\* at North street crossing, Rochester, fell off car fixing bell-rope; injured internally.

\* Employees.



- Unknown man, at Looneyville, found dead on track.
- Fred. Wilder, at Byron, jumped off train in motion; injuries slight.
- Daniel Cash, Sixty-first street and Eleventh avenue, New York City, off train in motion, badly injuring his head.
- John Tobin, at Dutchess and Columbia Junction, crossing track in front was struck and bruised; not serious.
- George McGraw, west of east crossing, Clyde, walking on track; struck and killed.
- C. M. Lince, near Warner's, riding on freight train; fell off and killed.
- Joseph Halpine, West street, near Clarkson, New York, riding on freight off; run over right leg and left foot; afterwards died.
- Frederick H. Relyea,\* at East Rochester freight yard, while coupling hit about the stomach; badly bruised; not serious.
- Burchard, at Canandaigua, crossing track in front of engine, was seriously injured.
- George Burris, at Grand Central depot, Forty-sixth street, stepped in engine making a flying switch; struck and killed.
- John Casey (boy), at Little Falls, crossing track in front of engine, was injured; fatally.
- Samuel Hoffman,\* at Round House, Poughkeepsie, arm caught between tender of engine; arm broken.
- Andrew Elliott,\* at East Buffalo, coupling cars; right arm crushed;
- Isaac Walker, injured on float bridge, foot of Thirty-third street, New not serious.
- William Mooney,\* at East Buffalo yard, coupling cars; three fingers of
- John McMullen,\* at Sing Sing, on top of train, struck by bridge; head
- John Carr,\* at Sing Sing, on top of car, struck overhead bridge; badly head and face.
- Lieut. Edward H. Totten, at Cold Spring, walking on track in rock cut, passing, struck and killed.
- Francis Ackroyd, near Forks station, found dead on track.
- Mrs. Henry O'Brien, east of Little Falls, while on track picking up coal, and killed by passing train.
- Miss M. Delaney, Seventieth street and Eleventh avenue, New York on track, struck by train; both arms and leg broken.
- Peter K. O'Shea, south of Stuyvesant, walking on track, was struck by seriously injured.
- James Powell (boy), first crossing north of Fishkill station, two trains crossing track in front of one of them without looking out for it, was struck
- William H. Buzee,\* stepping on track in front of engine, at Churchville, hip broken, and head cut badly.
- John Garvin, east of Newark, walking on track, struck by train; badly and shoulders; afterwards died.
- William Neyhart, at Suspension Bridge, trying to catch train, fell, and on the rail; not serious.
- Henry Bradon,\* Thirty-third street, hay shed, New York City, while struck by shed; knocked under cars and killed.

\* Employes.

June 28. George Woodford, Canastota, driving across track, struck by engine and killed.

June 29. Platt H. Truax,\* near Center station, Albany, oil train thrown from track; caught fire, and he was burned to death.

June 29. Unknown man, walking on track, south of Dutchess Junction, was struck by train and killed.

June 29. George Bull, Clinton street crossing, Rochester, jumped off freight train in motion; badly injured; afterwards died.

June 30. T. W. Robinson, at stock yard, East Buffalo, engine boiler exploded; he was standing on platform of caboose; injuries slight.

July 2. A. T. Timpson, Eighty-sixth street, New York City, at station in tunnel, attempting to get off train, fell between cars and platform; injured foot and arm; not serious.

July 3. Jacob Whitbeck,\* at Pittsford, coupling cars; hand smashed.

July 3. J. Gardner (boy), north of Fishkill station, walking on track, struck by train; one leg and arm broken.

July 4. Unknown man, north of Tarrytown station, threw himself before engine in motion, and was killed; suicide.

July 5. Daniel Ryan, north of Burden's crossing, Troy branch, on track, struck by train and killed.

July 11. John C. Decker,\* at Poughkeepsie, coupling engine to baggage car; had fingers smashed.

July 11. Mrs. Emma Henrich, west of Rome station, sitting on side of track, two trains passing, struck and killed.

July 13. John Kettleman, at Melrose station, trying to get on train in motion; fell; run over and killed.

July 15. Charles Cole,\* West Albany freight yard, coupling cars; foot caught between rails; was crushed to the ground; badly injured.

July 16. Blachias Smith, near Goodman street, Rochester (East), stealing a ride on train; fell off; run over and killed.

July 18. Mrs. Mary S. Penney, Green street crossing, Schenectady, attempting to cross track in front of engine; struck and instantly killed.

July 20. William Grace, South Tarrytown, walking on track; struck and killed by train.

July 21. Isaac Singleton (boy), Rome, walking on track; struck by engine; injuries not serious.

July 22. Arthur McMartin (boy), Lockport, jumping on cars while switching; fell, and had foot cut off.

July 26. Horace G. Van Dyke, Brown street, Rochester, stealing a ride on freight train; jumped off in front of a passing train; run over and killed.

July 27. William Doyle, north of Adams street station, Troy branch, lying on track, drunk; struck by engine; head and face cut, and will lose an eye.

July 27. William Doyle, south of Williams Bridge, walking on track; struck by engine and killed.

July 27. Thomas Marshall, driving horse and wagon across track in front of train at Wende; was struck and afterwards died; had been drinking, and was racing with another horse and wagon; two men with Marshall.

July 27. Carlton Smith, in wagon with Marshall at the above collision, at same place, injured in left leg and arm; not serious; he had been drinking also.

July 27. H. Johnston, in wagon with Marshall and Smith at the above collision, not injured seriously; had been drinking.

\* Employes.



known man, at Mott Haven, attempting to cross track in front of truck, injuries slight.

Edward Kerr,\* at New Hamburg tunnel, was struck while standing; injured on face; not serious.

Margaret Hanly, north of Iron Works station, Troy branch, walking on by engine and killed.

Lewis Putnam, at Batavia, Swan street crossing, driving horse and in front of engine, was struck; injuries slight; horse killed.

John Welch (boy), crossing at Clyde, fell off freight car, had one arm.

Sarah Matthews (girl), at Albany grade, walking on track, struck by engine.

James V. Britt, Buffalo, east of York street, on track, struck by engine.

John J. Hallenbeck, south of Hudson, walking on track, struck by engine.

Miss L. Eckless, at Tonawanda, trying to cross track in front of engine, toes cut off one foot.

George Stevens,\* near Crugers, struck by bridge, while on top of fell off; one arm injured, and was amputated.

George Ray,\* East Buffalo, west yard, coupling cars; right arm had been run over.

Anthony Weaver, East Buffalo, walking on track, struck by engine and killed.

John Martin, West Albany, new freight yard crossing, while driving truck, in front of engine, one of the cows was struck and thrown against, breaking three of his ribs.

John Van Wart,\* east end Dewitt yard, fell from bumper of car, by pulling out, breaking his leg.

John Fagan, at Yonkers, walking on track, struck by engine and

Joseph Sprotte (boy), East Buffalo, west yard, left arm crushed as he was passing between them, as they came together.

Frank Amback, at Morrisania station, found dead on track.

James McAnary, James McAnary, Jr. (boy), father and son, at Sing Sing, attempting to cross track in front of express train, just as freight had passed, and both killed.

Unknown woman, near Chittenango station, walking on track, struck

Charles F. Dana,\* east of Cayuga, freight and extra train collided; killed.

Joseph N. Wilson,\* east of Schenectady, while waiting for helping engine off engine; lay on track; fell asleep; struck and killed.

William Crawford (boy), south of Ninety-sixth street, riding on freight car, struck and run over; afterwards died.

William Thornton,\* Albany, Spencer street crossing, collision of attempted to cross over track and was killed.

Lyman Paine,\* west of Gasport, struck by overhead bridge; fell; afterwards amputated.

R. W. Chappel,\* west of Marcellus, collision freight trains; had his front teeth knocked out.

\* Employees.



August 27. Lewis Raymond, east of Albion, on track; struck by engine; threw himself in front of it; suicidal intent; arm broken; foot crushed.

August 28. Cortland Carner,\* at Sixtieth street, New York, struck by bridge; cut about head and face badly.

August 29. Philip Dykins, Batavia, walking on track; ran against handle of switch; injured; afterwards died.

August 30. David Collins, Suspension Bridge, attempting to cross track, in front of train, driving horses, with wagon, and William Mutch with him, was struck, and Collins was thrown on a pile of stones; skull fractured; died.

August 30. William Mutch, with David Collins as above, had shoulder dislocated thereby.

September 1. Ann Kelly, Rochester, John street crossing, attempting to cross track, in front of engine, had both legs cut off; died.

September 2. Henry Conner,\* at coal yard, foot of Thirty-first street, was struck by coal chute; injured in back of his head; slightly.

September 2. John Hites, Forty-third street and Eleventh avenue, attempting to cross track in front of engine, struck, and had thumb broken.

September 3. William Harrison, Rochester, west of Scio street, trying to get on train, fell, and was run over, and died.

September 3. George W. Galaway, at Yonkers, arm out of window; was struck; could not use his hand.

September 6. Thomas McGlenn, near Rhinebeck, south, walking on track, was struck by engine; both legs broken; had been drinking.

September 6. Adam Kile,\* East Buffalo yard, walking on track; engine and tender backing down, struck and killed.

September 7. William Campbell,\* East Buffalo, west yard, under car; same moved, breaking his left leg, bruising foot and hip.

September 7. Martin Coddington, near Germantown, stone thrown in car window of express train, striking him in head; injuries not serious.

September 8. J. McNeila, at Dewitt, crossing track in front of engine, struck, and had one foot run over; afterwards amputated; had been drinking.

September 9. Patrick Cooney,\* Poughkeepsie, North Church street bridge, fell from top of freight car, bruising hip.

September 15. Frank Martell, Rochester, St. Joseph street crossing, found dead on track.

September 18. Leonard Myers (boy), Geneva, trying to get on shifting engine, fell, and one foot run over; toes amputated.

September 19. John Barth, at Grimesville, found dead on track.

September 20. John Hughes (boy), Washington street crossing, Auburn, standing on track, was struck by engine; bruised on body and face.

September 23. A. McLean,\* Thirty-third street platform, New York, while receiving goods, fell from platform; broke his arm.

September 24. Frank Ames,\* at Riverdale, patent brake; went off suddenly; wrist sprained.

September 25. John Cummings, Eleventh avenue and Twenty-eighth street, New York, while on track, struck by switching engine; arms and legs cut off.

September 28. M. P. Paul,\* Lockport Junction, coupling cars, foot caught in frog; train backed over him, cutting leg and foot badly.

\* Employes.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

W. H. VANDERBILT.....	New York.
THOMAS VANDERBILT.....	New York.
WILLIAM K. VANDERBILT.....	New York.
ROBERT W. VANDERBILT.....	New York.
JOHN SCHELL.....	New York.
JOHN F. BARGER.....	New York.
JOHN HARKER.....	New York.
JOHN M. DEPEW.....	New York.
JOHN BURRILL.....	New York.
JOHN L. RUTTER.....	New York.
JOHN W. CHAPIN.....	Springfield, Mass.
JOHN J. WHITNEY.....	Rochester, N. Y.
JOHN M. MARVIN.....	Saratoga, N. Y.

WILLIAM H. VANDERBILT.....	President.
THOMAS VANDERBILT.....	First Vice-President.
WILLIAM K. VANDERBILT.....	Second Vice-President.
CHARLES C. CLARK.....	Treasurer.
JOHN D. WORCESTER.....	Secretary.
JOHN P. CHAMBERS.....	General Auditor.
CHARLES H. FISHER.....	Engineer.
JOHN M. TOUCEY and JAS. TILLINGHAST....	Superintendents.

Communications intended for this company should be addressed, New York Central and Hudson River Railroad Company, Grand Central Depot, New York.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) C. C. CLARK, *Treasurer.*  
J. TILLINGHAST, *General Supt.*  
J. M. TOUCEY, *General Supt.*

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(No. 115.)

## NEW YORK CENTRAL NIAGARA RIVER.

OF NEW YORK, } ss.:  
Erie County,

J. TILLINGHAST, Vice-President of the New York Central Niagara River Railroad Company, being duly sworn, for himself deposes and says, that the statements annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. TILLINGHAST.

and sworn to before me, }  
this day of December, 1878. }

CHARLES A. POOLEY,  
*Notary Public, Erie County.*



## STOCK AND DEBTS.

Capital stock, as by charter.....	\$150,000 00
Amount of stock subscribed.....	104,900 00
Amount paid in, as by last report.....	10,490 00
Total amount now paid in of capital stock.....	28,100 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$8,430 00	\$8,430 00
Superstructure, including iron .....	13,826 55	13,826 55
Land, land damages, and leases of lands .....	5,620 00	5,620 00
Engineering and agencies .....	223 45	223 45
Total cost of road and equipment.....	\$28,100 00	\$28,100 00

## CHARACTERISTICS OF ROAD.

Length of road .....	7.50 miles.
Length of road in this State .....	7.50 "
Length of road laid .....	2.81 "
Length of road laid in this State .....	2.81 "
Weight of rail, per yard, on main track .....	60 pounds.

This company was organized to construct and extend and operate a railroad already constructed between the New York Central and Hudson River Railroad and the Niagara river, in the towns of Wheatfield and Tonawanda, in the counties of Niagara and Erie, and around Tonawanda or White's Island, in Niagara river, with branch lines or tracks connecting with the New York Central and Hudson River Railroad tracks, and also extending on to docks and piers connecting with said river, and that portion of the tracks now constructed and operated by the New York Central and Hudson River Railroad Company; and that company will include in its report all other items not stated in this.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

W. H. VANDERBILT .....	New York.
C. VANDERBILT .....	New York.
AUGUSTUS SCHELL .....	New York.
SAMUEL F. BARGER .....	New York.
CHAUNCEY M. DEPEW .....	New York.
E. D. WORCESTER .....	Albany.
JAMES TILLINGHAST .....	Buffalo.
W. H. GRIMES .....	Lancaster.
GEORGE B. GATES .....	Buffalo.
J. W. TILLINGHAST .....	Buffalo.
S. F. HARTMAN .....	Buffalo.
F. D. STOW .....	Buffalo.
C. W. POLLARD .....	Buffalo.

W. H. VANDERBILT .....	President.
J. TILLINGHAST .....	Vice-President.
W. H. GRIMES .....	Treasurer and Secretary.



ions intended for this company should be addressed, JAMES TILLING-  
sident, Albany, N. Y.

igned has caused the foregoing statements to be prepared by the  
and agents of this company, from the books and records, and has  
as far as practicable, and believes them to be correct.

(Signed) J. TILLINGHAST, *Vice-President.*

(No. 116.)

### NEW YORK CITY AND NORTHERN.

NEW YORK, }  
County, } ss.:

out, Treasurer of the New York City and Northern Railroad Com-  
vorn, deposes and says, that the statements in the annexed report,  
signed by him, at the end thereof, are true and correct, according  
his knowledge, information, and belief.

(Signed)

JOSEPH S. STOUT.

and sworn to before me, }  
of November, 1878. }

RANDOLPH HARVEY,

*Notary Public, New York County.*

#### STOCK AND DEBTS.

as by charter .....	\$2,250,000 00
ck subscribed.....	1,326,000 00
ow paid in of capital stock .....	1,275,500 00
ow of funded debt.....	500,000 00
ow of funded and floating debt.....	500,000 00
per annum, of interest on funded debt.....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

ad and equipment*.....	\$1,875,500 00
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#### CHARACTERISTICS OF ROAD.

.....	51.33 miles.
in this State .....	51.33 "
laid .....	21.78 "
laid in this State .....	21.78 "
ole track, including sidings .....	0.58 "
ole track laid on same .....	0.58 "

per yard, on main track .....

56 pounds.

a line of road from New York City to Putnam county,  
er's station, New York and Harlem and Albany R. R.,

51.33 miles.

of stock and bonds issued in the acquisition of the property formerly belong-  
ork and Boston Railroad Company.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

A. V. STOUT.....	New York.
GEORGE S. SCOTT.....	New York.
CHARLES SPEAR.....	New York.
JOSEPH S. STOUT.....	New York.
JOSEPH SELIGMAN.....	New York.
LEWIS MAY.....	New York.
G. P. LOWREY.....	New York.
BENJAMIN ODELL.....	New York.
A. A. REDFIELD.....	New York.
GEORGE H. ROBERTS.....	New York.
J. B. HODGSKIN.....	New York.
ALFRED LICHTENSTEIN.....	New York.
P. C. CALHOUN.....	New York.

A. V. STOUT.....	President, New York.
JOSEPH S. STOUT.....	Treasurer, New York.
CALVIN GODDARD.....	Secretary, New York.
W. H. GRANT.....	Engineer, Yonkers.

Communications intended for this company should be addressed, New York City and Northern Railroad Company, No. 3 Broad street, New York City.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOSEPH S. STOUT, *Treasurer.*

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(No. 117.)

## NEW YORK ELEVATED.

STATE OF NEW YORK, } ss.:  
County, }

JAMES A. COWING, Treasurer, and T. T. ONDERDONK, acting Superintendent of operations of the New York Elevated Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. A. COWING,  
T. T. ONDERDONK.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

A. B. DICKERSON,  
*Notary Public, Kings Co. (certificate filed in N. Y. Co.).*



## STOCK AND DEBTS.

as by charter.....	\$10,000,000 00
ck subscribed.....	4,253,425 00
n, as by last report.....	1,063,125 00
now paid in of capital stock.....	3,190,125 00
as by last report.....	1,740,000 00
ow of funded debt.....	4,809,000 00
as by last report.....	70,000 00
ow of floating debt.....	None.
ow of funded and floating debt.....	4,809,000 00
per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and superstructure, including } ings and fixtures, including land } gines.....	\$2,673,690 17 169,897 53	*\$8,100,844 06 403,784 51
of road and equipment.....	\$2,843,587 70	\$8,504,628 57

## CHARACTERISTICS OF ROAD.

.....	11 m., 4,611 ft.
laid.....	11 m., 4,611 ft.
le track, including sidings, about.....	27 miles.
, per yard.....	40 and 50 lbs.
gines.....	61
ssenger cars.....	114
al cars.....	4
n line of road constructed, from South ty-first street, on West Side line.....	5 m., 3,740 ft.
n line of road constructed, from South ty-first street, East Side line.....	6 m., 871 ft.
	11 m., 4,611 ft.

## DOINGS OF THE YEAR IN TRANSPORTATION.

ssengers (all classes) carried in cars.....	4,916,322
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## RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

ssengers.....	10 cents.
ours of 5:30 to 7:30 A. M., and 5 to 7 P. M., through pas- engers.....	5 "
nder 12 years.....	10 "
	5 "

me consumed by passenger cars in passing over the e to Sixty-seventh street.....	28 minutes.
me consumed by passenger cars in passing over the e to Fifty-ninth street.....	25 "

clude loss on bonds subscribed for construction and amounts paid for legal



## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$18,169 59
Taxes on real estate.....	2,650 00
Total cost of maintaining road and real estate.....	<u>\$20,819 59</u>

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$4,822 07
Officers, clerks, agents, and office expenses.....	13,338 56
Conductors, brakemen, firemen, and engineers.....	79,028 85
Watchmen, station agents, switchmen, and gatemen.....	51,927 37
Repairs of engines.....	13,462 57
Repairs of cars.....	9,453 52
Fuel, gas, and lights.....	24,025 52
Oil and waste.....	4,785 31
Water tax.....	343 75
Damages to persons and property, including medical attendance ...	2,331 59
Law expenses.....	1,500 00
Rents, including use of cab lines, etc.....	15,123 79
Insurance.....	720 00
Advertising and printing.....	3,718 02
Contingencies.....	5,327 05
Total expense of operating road, and repairs.....	<u>\$229,907 97</u>

## CASH RECEIPTS AND PAYMENTS.

## 1st. RECEIPTS.

From passengers.....	\$427,417 28
From mail transportation.....	1,540 00
From news privileges.....	780 00
Sign and advertising.....	251 07
Total receipts.....	<u>\$429,988 35</u>

## 2d. PAYMENTS, OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance and repairs.....	\$250,727 56
For interest.....	150,972 50
Total payments during the year.....	<u>\$401,700 06</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
6.....		1						1
11.....	1						1	
12.....		1						1
27.....			1				1	
7.....				2				2
12.....			1				1	
1878.								
17.....						1		1
18.....						2		2
18.....		1						1
26.....				1				1
28.....				1				1
9.....			1				1	
14.....	1						1	
27.....				1				1
16.....			1				1	
23.....			1				1	
28.....				1				1
	2	3	5	6		3	7	12

ing is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and of such person, as follows:

5. Mrs. Johnson, Jersey City, sprained ankle getting off car at Fiftieth on, west side.

11. James Ithell, Brooklyn, killed; attempted to get on train at Houston on (down train, west side), and fell to the street; lived but a short time.

er 12. B. F. Clow, New York City, finger crushed; caught in door of car with street station, west side.

er 27. George N. Hurd, brakeman, killed; fell from train near Fifty-station (west side); lived but a few hours.

er 7. Patrick Ryan, engineer, badly scalded by bursting of a flue.

er 7. Joseph Woods, fireman, scalded by bursting of a flue.

er 12. James Cleary, employe, fell from track; killed.

17. James Corcoran (boy), Brooklyn, fractured ankle; fell from track y-ninth street station, west side.

John McMahan, New York City, foot bruised by falling of a tool from eenwich street, near Albany.

John S. Strickland, killed; alleged to be caused by horses being by train near Forty-second street station, west side.

James Peel, New York City, both arms fractured; attempted to get on Thirtieth street station (west side), and fell to the street.



June 26. Hiram Peers, brakeman, injured through the hips while coupling engine to cars.

June 28. George Brigden, painter, killed while painting at Canal street station west side.

July 9. Lawrence Sammons, employe, killed; fell in coal hole while hoisting coal in yard seven, Greenwich street, New York.

August 14. James H. Smith, Chicago, killed; run over at West Canal street station.

August 27. John Peoples, master mechanic, injured through chest by being squeezed between water-tank and engine, at South ferry.

September 16. Samuel Lawler, New York City, painter, killed; run over while painting track in Greenwich street, near Broome street.

September 23. Edward Cunningham, track-master, killed; attempted to get on car at South ferry; was caught between car and station building.

September 28. Andrew Coughlan, employe, two fingers amputated by being caught in pulley while hoisting coal in yard seven, Greenwich street, New York.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

CYRUS W. FIELD .....	New York City.
WILLIAM T. PELTON.....	New York City.
DAVID DOWS.....	New York City.
ASHBEL H. BARNEY.....	New York City.
JOHN H. HALL.....	New York City.
JOSIAH M. FISKE.....	New York City.
ALFRED S. BARNES.....	Brooklyn, N. Y.
JOHN D. MAIRZ .....	New York City.
HEBER R. BISHOP.....	New York City.
BENJAMIN BREWSTER .....	New York City.
DANIEL A. LINDLEY.....	New York City.
EDWARD M. FIELD .....	New York City.
JAMES A. COWING .....	Brooklyn, N. Y.

CYRUS W. FIELD ..... President, New York City.

JAMES A. COWING. .... Treasurer and Secretary, Brooklyn, N. Y.

WALTER KATTE ..... Engineer, New York City.

MILTON COURTRIGHT .... Consulting Engineer, Erie, Pa.

T. T. ONDERDONK ..... Superintendent, Jersey City, N. J.

R. E. RICKER ..... General Manager, Elizabeth, N. J.

Communications intended for this company should be addressed, JAMES A. COWING, Treasurer, No. 7 Broadway, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

J. A. COWING, *Treasurer.*

T. T. ONDERDONK, *Superintendent.*



(No. 118.)

## NEW YORK, HOUSATONIC AND NORTHERN.

74 WALL STREET, NEW YORK, November 16, 1878.

LEY, Esq.,

*Deputy State Engineer and Surveyor :*

in receipt of yours of yesterday. In reply, I beg leave to say, that it is possible for me to make the annual report of the New York, Housatonic and Northern Railroad Company, for the following reasons, viz. :

Company has done no business since 1873. It has neither received nor any money ; the earnings of the branch, in Connecticut, being in the hands of the court.

I am the President of the company, simply because my successor has not yet been elected, I am not in possession of, nor have I, the control of any books or papers of the company, and have no data whatever on which to base a report ; the company has no Secretary or Treasurer.

A lawsuit is pending against the company, and the Referee will soon determine the ownership of the bonds, and a sale will be had.

Yours respectfully,

WILLIAM R. KIRKLAND, *President.*

(No. 119.)

## NEW YORK, LAKE ERIE AND WESTERN.

(For the four months ending September 30, 1878.)

NEW YORK, }  
 New York County, } ss. :

SPENCER, Treasurer, and EDMUND S. BOWEN, acting Superintendent of the New York, Lake Erie and Western Railroad Company, being duly sworn, each for himself deposes and says, that the statements in the report, which has been signed by each of them, at the end thereof, are true according to the best of his knowledge, information, and belief.

(Signed) B. W. SPENCER,  
 E. S. BOWEN.

and sworn to before me, }  
 day of December, 1878. }

C. G. BARBER,

*Notary Public.*

## STOCK AND DEBTS.

k, as provided by charter :

ed .....	\$8,536,900 00
n .....	78,000,000 00
	<hr/> \$86,536,900 00

Amount of stock subscribed .....	}	*
Total amount now paid in of capital stock .....		
Total amount of funded debt. (See explanation page 369.)		
The amount of floating debt, consisting of loans.....		\$400,000 00
Total amount of funded and floating debt. (See explanation page 369.)		
Average rate, per annum, of interest on funded debt. (Cannot now be stated.)		

## CONDENSED BALANCE SHEET, SEPTEMBER 30, 1878.

<i>Dr.</i>		
Construction main line .....	\$31,725 86	
Third rail, general account .....	336,676 70	
		\$368,402 56
Construction branch lines .....		1,751 20
Equipment:		
Freight cars—incidentals .....		95 00
Amount paid the Pennsylvania Coal Co., on account of coal cars .....		3,574 90
Amount due by agents, other companies and individuals on current accounts .....		1,179,729 90
Amount advanced for purchase of Mount Clair Railroad Company bonds .....		206,927 50
The estate of the Erie Railway Company .....	\$2,561,199 40	
Less amount received from said estate, including materials at shops, and on road .....	1,245,707 58	
		1,315,491 82
Materials and supplies at shops and on road .....		830,268 10
Cash on hand October 1, 1878 .....		920,601 80
Cash in hands of I. S. Morgan & Co., London, to pay coupons .....		2,442 50
		\$4,829,345 50
<i>Cr.</i>		
Loans payable .....	\$400,000 00	
Interest on funded debt .....	630,976 70	
Rentals of leased lines, etc. ....	332,440 70	
Amounts due to other companies and individuals on current accounts, consisting of pay-rolls for September, 1878 (payable in October, 1878) .....	\$524,239 97	
Audited vouchers, for supplies, etc. ....	1,262,662 43	
Traffic balances, etc. ....	654,201 39	
Sundries .....	73,893 56	
		2,514,997 30
Special fund:		
Received from trustees for improvement of the property .....	\$328,008 96	
Less amount expended for third rail .....	205,624 70	
		122,384 26
Profit and loss:		
Balance .....		828,546 40
		\$4,829,345 50

Accounting department N. Y., L. E. and W. R. R. Co., New York, December 28, 1878.

S. LITTLE, Auditor.

NOTE.—For the better explanation of the foot note, the company has furnished a condensed balance sheet of current liabilities outside of the above floating debt, and also its current assets as against such liabilities.

State Engineer and Surveyor.

\* With regard to the amount of stock subscribed and paid in, adjustments are now being made by this company, pursuant to its articles of incorporation on file in the office of the Secretary of State.

NOTE.—The above statements of "funded" and "floating" debt do not include past due coupons and other current accounts, payable for supplies, labor, and traffic balances, or any liabilities other than the principal of such funded debt (as far as ascertained) and loans.







Number of first-class passenger cars (rated as 8-wheel cars).....	23
Number of second-class emigrant cars (rated as 8-wheel cars).....	7
Number of baggage, mail, and express cars (rated as 8-wheel cars..	9
Number of freight cars owned and under contract of purchase (rated as 8-wheel cars).....	11,65
Length of main line of road from Jersey City, N. J., to Dunkirk, N. Y.	460.029 miles

## CHARACTERISTICS OF ROAD.

Length of main line in the State of New Jersey .....	30.090 miles
Length of main line in the State of New York .....	387.792 "
Length of main line in the State of Pennsylvania .....	42.147 "
Length of main line from Jersey City, N. J., to Dunkirk, N. Y. ....	460.029 miles

## RAILROAD REPORT.

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DIVISIONS.	MAIN LINE—JERSEY CITY TO DUNKIRK.					BRANCHES.							
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	
				Main track.	Side track.					Main track.	Side track.		
EASTERN DIVISION.													
<i>Owned.</i>													
Main line (Sufferns, N. Y., to Port Jervis, N. Y.) .....	56.148	56.148	21.205	7.012	2.869	138.441	.....	.....	.....	.....	.....	.....	.....
Piermont branch (Sufferns to Piermont, N. Y.) .....	.....	.....	.....	.....	.....	.....	17.970	.....	5.357	.....	.....	.....	23.327
Newburgh branch (Greycourt, N. Y., to Newburgh, N. Y.) .....	.....	.....	.....	.....	.....	.....	18.730	.....	9.643	.....	.....	.....	28.373
<i>Leased.</i>													
Paterson and Hudson R. R. R. and Paterson and Ramapo R. R., 30.690; Union R. R. 0.735 (Jersey City, N. J., to Suffern, N. Y.); Montgomery and Erie R. R. (Goshen, N. Y., to Montgomery, N. Y.) Goshen and Deckertown R. R. (Goshen, N. Y., to Pine Island, N. Y.) Newburgh and New York R. R. (Greenwood Junction, N. Y., to Vail's Gate Junction, N. Y.) .....	30.885	30.885	42.757	12.776	.....	110.915	.....	.....	.....	.....	.....	.....	.....
Paterson, Newark and N. Y. R. R. (Paterson, N. J., to Newark, N. J.) .....	.....	.....	.....	.....	.....	.....	10.909	.....	2.183	.....	.....	.....	13.092
<i>Operated.</i>													
Newark and Hudson R. R. (Bergen Junction, N. J., to Newark, N. J.) .....	.....	.....	.....	.....	.....	.....	5.618	0.942	2.611	1.850	.....	.....	10.996
Weehawken Branch (East end Bergen Tunnel to D. & H. Canal Co.'s Docks, Weehawken, N. J.) .....	.....	.....	.....	.....	.....	.....	3.312	.....	4.708	.....	.....	.....	8.110
N. Y. and Fort Lee R. R. (D. & H. Co.'s Docks, Weehawken, to Stock Yards at Oak Cliff, N. J.) .....	.....	.....	.....	.....	.....	.....	1.793	.....	0.950	.....	.....	.....	2.743
Northern R. R. of N. Y., 21.286, and Nyack and Northern R. R. 4.378, (Junction at Bergen, N. J., to Nyack, N. Y.) .....	.....	.....	.....	.....	.....	.....	25.664	.....	4.998	.....	.....	.....	30.662
Totals .....	57.053	57.053	63.952	19.788	2.869	249.356	118.456	0.942	34.352	1.850	.....	.....	154.075

## MILES OF TRACK OWNED, ETC.—(Continued).

DIVISIONS.	MAIN LINE—JERSEY CITY TO DUNKIRK.						BRANCHES.					
	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.	First track.	Second track.	Side track.	THIRD RAIL.*		Total track.
				Main track.	Side track.					Main track.	Side track.	
DELAWARE DIVISION.												
<i>Owned.</i>												
Main line (Port Jervis, N. Y., to Susquehanna, Pa.).....	103.907	61.563	37.829	51.634	.....	229.116	.....	.....	.....	.....	.....	.....
<i>Leased.</i>												
Hawley branch (Lackawaxon, Pa., to Hawley, Pa.).....	.....	.....	.....	.....	.....	.....	15.413	.....	7.411	.....	.....	23.024
Honesdale branch (Hawley, Pa., to Honesdale, Pa.).....	.....	.....	.....	.....	.....	.....	8.183	.....	2.463	.....	.....	10.635
Jefferson R. R. (Lanesboro, Pa., to Carbondale, Pa.).....	.....	.....	.....	.....	.....	.....	36.686	.....	6.022	36.975	4.011	63.800
Totals.....	103.907	61.563	37.829	51.634	.....	229.116	60.482	.....	16.436	36.975	4.011	97.459
SUSQUEHANNA DIVISION.												
<i>Owned.</i>												
Main line (Susquehanna, Pa., to Hornellsville, N. Y.).....	129.924	123.794	53.008	258.454	35.765	463.835	.....	.....	.....	.....	.....	.....
WESTERN DIVISION.												
<i>Owned.</i>												
Old main line (Hornellsville, N. Y., to Dunkirk, N. Y.).....	129.165	.....	54.264	2.756	9.001	189.307	.....	.....	.....	.....	.....	.....
<i>Leased.</i>												
Buffalo, Bradford and Pittsburgh R. R. (Carrollton, N. Y., to Gillesville, Pa.).....	.....	.....	.....	.....	.....	.....	25.970	.....	7.919	.....	.....	33.889
Totals.....	129.165	.....	54.264	2.756	9.001	189.307	25.970	.....	7.919	.....	.....	33.889





NUMBER OF MILES OF ROAD LEASED, OWNED, AND OPERATED BY THE NEW YORK  
LAKE ERIE AND WESTERN RAILROAD COMPANY.

Length of main line in New York State .....	387.792	miles
Length of main line out of New York State .....	72.237	"
Total length of main line of road from Jersey City, N. J., to Dun- kirk, N. Y. ....	460.029	"
Length of road (main line and branches) in New York State .....	735.732	"
Length of road (main line and branches) out of New York State ....	192.360	"
Total length of road (main line and branches) .....	928.092	"

NAME OF ROAD.	From.	To.	Total.	In New York.	Length of double track on same.
<i>Owned.</i>					
Piermont Branch.....	Stuften	Piermont.....	17,970	17,970	.....
Newburgh Branch.....	Greycourt	Newburgh.....	18,730	18,730	.....
Buffalo Branch.....	Hornellsville.....	Attica.....	59,848	59,848	7,918
Totals.....			95,548	95,548	7,918
<i>Operated.</i>					
Wachhaven Branch.....	Bergen Tunnel.....	Oil Docks.....	5,105	.....	.....
New York and Fort Lee R. R. ....	Oil Dock.....	Oak Cliff.....	21,286	1,441	.....
Northern R. R. of New Jersey.....	Junction at Bergen.....	Sparkill.....	4,378	4,378	.....
Synack and Northern R. R. ....	Sparkill.....	Nyack.....	4,237	4,237	.....
Eric International Railway.....	Main Street, Buffalo.....	International Bridge.....	5,618	.....	0,942
Newark and Hudson R. R. ....	Bergen.....	Newark.....	40,644	10,076	0,942
Totals.....					
<i>Leased.</i>					
Paterson and Newark R. R. ....	Paterson.....	Newark.....	10,909	.....	.....
Newburgh and New York R. R. ....	Greenwood Junction.....	Yail's Gate Junction.....	12,560	12,560	.....
Montgomery and Erie R. R. ....	Goshen.....	Montgomery.....	10,220	10,220	.....
Goshen and Deckertown R. R. ....	Lackawaxen.....	Pine Island.....	11,650	11,650	.....
Hawley Branch.....	Hawley.....	Hawley.....	15,613	.....	.....
Honestale Branch.....	Lanesboro.....	Honestale.....	8,183	.....	.....
Jefferson R. R. ....	Carrollton.....	Carrollton.....	35,686	.....	.....
Buffalo, Bradford and Pittsburgh Branch.....	Painted Post.....	Gilesville.....	25,970	7,806	.....
Buffalo, New York and Erie R. R. ....	East Buffalo.....	Buffalo.....	139,951	139,951	30,186
Suspension Bridge and Erie Junction R. R. ....	Avon.....	Suspension Bridge.....	23,277	23,277	.....
Rochester and Genesee Valley R. R. ....	Avon.....	Rochester.....	18,261	18,261	.....
Avon, Genesee and Mount Morris R. R. ....	Avon.....	Mount Morris.....	17,561	17,561	.....
Totals.....			330,871	241,316	30,186



DOINGS OF FOUR MONTHS IN TRANSPORTATION, AND TOTAL MILES RUN FROM JUNE  
TO SEPTEMBER 30, 1878.

Number of miles run by working trains .....	60.4
Number of miles run by passenger trains .....	1,026.1
Number of miles run by switch engines .....	632.1
Number of miles run by freight trains .....	2,489.9
Number of passengers (all classes) carried in cars .....	1,816,0
Number of miles traveled by passengers, or number of passengers carried one mile.....	54,172,4
Number of tons, of 2,000 pounds, of freight carried in cars. ....	2,021,5
Total movement of freight, or number of tons carried one mile.....	413,618,6
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour).....	20 to
Rate of speed of same when in motion .....	26 to
Average rate of speed adopted by express trains, including stops ...	26 to
Rate of speed of same when in motion .....	30 to
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion.....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	1
Average weight, in tons, of freight trains, exclusive of freight.....	2

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	71.4
Of animals.....	139.2
Of vegetable food.....	326.7
Other agricultural products.....	49.2
Manufactures.....	138.5
Merchandise.....	209.7
Coal.....	901.9
Other articles.....	184.6
Total.....	2,021.5

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES  
PER MILE, AS FOLLOWS:

For first-class through passengers .....	1.74 cen
For first-class way passengers.....	2.31 "
Commuters.....	.76 "
For emigrant through.....	1.93

# RAILROAD REPORT.

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	Amount.	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$377,768 60	\$94,143 06	\$283,625 54
Repairs of bridges .....	61,775 30	13,233 32	48,541 98
Repairs of telegraph .....	2,649 79	662 45	1,987 34
Superintendence and contingencies .....	27,067 62	6,779 85	20,287 77
Cost of iron used in repairs .....	157,882 38	39,470 60	118,411 78
Allocated to passenger transportation :			
Length in feet .....	159,464 }		
Weight in lbs. ....	3,394,595 }		
Allocated to freight transportation :			
Length in feet .....	478,390 }		
Weight in lbs. ....	10,174,595 }		
Repairs of buildings .....	34,077 80	14,929 82	19,147 98
Repairs of fences and gates .....	10,953 87	2,738 47	8,215 40
Taxes on real estate .....	50,615 12	12,653 78	37,961 34
Totals .....	\$722,790 48	\$184,611 35	\$538,179 13
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$147,363 89	\$37,897 26	\$109,466 63
Renewals of engines and tenders .....	21,643 00	1,084 48	20,558 52
Repairs of passenger and baggage cars .....	49,356 83	49,356 83	.....
Renewals of passenger and baggage cars .....	6,426 77	6,426 77	.....
Repairs of freight cars .....	170,413 76	.....	170,413 76
Renewals of freight cars .....	9,888 09	.....	9,888 09
Repairs of tools and machinery in shops .....	14,801 12	3,700 28	11,100 84
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	36,010 88	9,002 70	27,008 18
Cleaning and housing engines .....	74,755 57	18,688 89	56,066 68
Totals .....	\$530,689 91	\$136,157 21	\$404,532 70



## EXPENSES FROM JUNE 1 TO SEPTEMBER 30, 1878 — (Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$66,884 13	\$25,361 71	\$41,472 42
Telegraph operators .....	34,302 90	9,121 45	25,181 45
Agents and clerks .....	246,391 25	70,040 17	176,351 08
Labor: loading and unloading freight. ....	258,390 09	.....	258,390 09
Porters, watchmen, and switchtenders .....	98,570 50	21,947 12	76,623 38
Wood and water station attendance.....	19,105 14	4,776 29	14,328 85
Conductors, baggage and brakemen .....	377,707 60	103,102 99	274,604 61
Engineemen and firemen.....	296,947 93	71,442 83	225,505 10
Fuel: cost and labor of preparing for use .....	283,703 05	53,288 41	230,414 65
Oil and waste for engines and tenders .....	22,307 48	4,910 57	17,396 91
Oil and waste for freight cars.....	18,845 25	.....	18,845 25
Oil and waste for passenger and baggage cars.....	6,188 53	6,188 53	.....
Loss and damage of goods and baggage .....	2,524 43	30 00	2,494 43
Damage for injuries of persons .....	656 15	99 57	556 58
Damage to property, including damages by fire and cattle killed on road.....	478 00	91 88	386 12
General office expenses .....	24,973 47	6,243 35	18,730 12
General superintendence.....	26,763 34	6,690 84	20,072 50
General office clerks.....	38,521 90	9,630 48	28,891 42
Contingencies .....	196,057 23	48,243 19	147,814 04
Totals .....	\$2,019,268 38	\$441,209 38	\$1,578,059 00



## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

	\$3,669 61
	145,844 74
	\$3,386 70
	6,143 75
printing .....	99 24
	7,298 33
	9,140 35
	133 33
	18,741 18
anger barges. ....	1,600 00
	46,542 88
	\$196,057 23

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ad-bed, etc ....	\$722,790 48	\$184,611 35	\$538,179 13
achinery .....	530,689 91	126,157 21	404,532 70
.....	2,019,268 38	441,209 38	1,578,059 00
.....	\$3,272,748 77	\$751,977 94	\$2,520,770 83

## INGS, EXPENSES, ETC., FROM JUNE 1 TO SEPTEMBER 30, 1878.

engers .....	\$1,170,075 52
ght .....	3,827,414 31
r sources .....	195,191 39
	\$5,192,681 22

engers .....	\$1,170,075 52
ght .....	3,827,414 31
	\$104,266 27
	54,486 18
	5,773 36
ous .....	30,665 58
	195,191 39

N. Y., L. E. and W. R. R. proper .....	\$5,192,681 22
--	----------------

## From other sources.

erries earnings .....	\$75,863 40
orse Railroad .....	7,200 83
E. and W. R. R. baggage express .....	21,966 96
en docks .....	34,172 60
l baggage and freight department re- .....	46 71
	139,250 50
alty on oil, for account of Buffalo, Bradford and Pitts- Railroad .....	1,712 67
	\$5,333,644 39

## 3D. CHARGES OTHER THAN FOR CONSTRUCTION.

For transportation expenses*.....		\$3,272,748	
For accrued interest on the funded debt (approximated)†.....		743,400	
On Long Dock Co.'s bonds.....		70,000	
On Boston, Hartford and Erie bonds, guaranteed to:			
Delaware and Hudson Canal Company.....	\$35,000	00	
Weehawken docks.....	9,333	34	44,333
On Weehawken docks mortgage.....			21,484
On loans.....	\$300	46	
On mortgages.....	2,549	62	2,850
Gold premiums.....			298
Rental of leased lines ‡.....	\$220,870	63	
Suspension Bridge and Erie Junction			
Railroad rent.....	\$23,333	33	
Less 30 per cent of earnings.....	8,394	53	
			14,938 80
Paterson and Newark Railroad rent, \$11,666 66			
Less 35 per cent of earnings.....	6,428	34	
			5,238 32
Pavonia ferries expenses.....	\$83,353	61	241,047
Pavonia Horse Railroad expenses.....	6,740	46	
N. Y., L. E. and W. R. R. baggage express expenses.....	15,737	61	
Weehawken docks expenses.....	1,491	34	
Unclaimed baggage and freight department expenses.....	1,608	26	108,931
Total.....			\$4,505,097
Total amount of surplus fund.....			828,546
Total.....			\$5,333,643

\* This amount is the grand total of the recapitulation table on page 379, and includes \$37.9 for new equipment to replace old numbers, as is shown in the detailed statement of operating expenses on page 377, thus:

Renewals of engines and tenders.....	\$21,600
Renewals of passenger and baggage cars.....	6,400
Renewals of freight cars.....	9,800

† The exact figures cannot be given, as the amount of the funded debt itself is not yet ascertained. (See statement.)

‡ Including rentals of the following named leased lines: Paterson and Hudson Railroad; Paterson and Ramapo Railroad; Hoboken Land and Improvement Company; Newburgh and New York Railroad; Buffalo, New York and Erie Railroad; Montgomery and Erie Railroad; Goshen and Deckertown Railroad; Hawley Branch; Honesdale Branch; Jefferson Branch; Rochester and Genesee Valley Railroad; Avon, Genesee and Mount Morris Railroad; Buffalo and Bradford and Pittsburgh Railroad.



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
.....	.....	.....	1	8	3	5	4	13
.....	.....	1	2	9	3	3	5	13
.....	.....	2	1	11	8	5	9	18
.....	.....	2	5	7	4	6	9	15
.....	.....	5	9	35	18	19	27	59

is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the person, as follows:

June 1. Thomas Bates, brakeman, age 32, had his left leg broken, and was killed, by heel of his boot getting caught between a plank and rail, and falling down, while coupling cars, at Newark, N. J. Train 113; J. A. Cosse, engineer; engine 356.

June 1. William Wadsworth, brakeman, age 28, had his right arm broken, but no bones broken, by getting caught by flange of car wheel, while coupling cars, at Batavia, N. Y. Train 38; W. B. Bassett, conductor; J. A. Cosse, engineer; engine 141.

June 2. George Havens, brakeman, age 26, had his head broken, by striking against highway bridge No. 46 (over railway), at Waverly, N. Y. standing on top of high stock car, in train extra 10. J. Bailey, conductor; engine 464.

June 4. Thomas Blaney, switchman, age 25, had his arm and hand broken, but no bones broken, coupling cars, at Newburgh, N. Y. W. Kennerly, engineer; engine 308.

June 4. Barney P. Lawrence (child), age 2½, was struck and killed, near Wayland, N. Y.; was sitting on track and engineer could not see him to stop, on account of sharp curve at this point. L. D. Fay, conductor; engine 404.

June 4. Henry Baker, switchman, age 18, had first finger crushed, while coupling cars, at Salamanca, N. Y.; finger amputated. W. Farquharson, engineer; engine 34.

June 4. John Slenna, helper, at Olean rail-shop, age 53, had his leg broken, at Olean, N. Y.; he was unloading some rails, from a small car, which tipped and two rails fell on him; leg amputated between knee and hip.

June 4. Joseph Wick, age 35, had his right foot crushed in attempting to get between two cars, by climbing over the bumpers, at Bradford, Pa.; bone broken. J. Clark, engineer; engine 188.

June 10. Edward Thornton, engineer, age 34, was killed. John, fireman, age 30, was severely injured about body by train extra 36.



striking a cow, throwing engine 481 from the track down the bank, near Ottenkill N. Y. C. R. Bodle, conductor; E. Thornton, engineer.

P. and H. R., June 11. Alexander Young, age 76, was instantly killed, near Lak View, N. J., by train 28; he was standing on track looking at a train passing w on the other track, and paid no attention to signals given. J. H. Morford, conductor; J. N. Sarvent, engineer; engine 187.

N. Y., L. E. and W., June 12. Wesley Vanderlip, brakeman, age 35, had end third finger of right hand smashed coupling cars, at Corning, N. Y., in train 3 M. E. Skellinger, conductor; J. Bishop, engineer; engine 153.

N. Y., L. E. and W., June 12. George Murcett, age 10, had his right leg badly cut and bruised by falling from coal train 1 at Carr's Rock, Pa.; no bones broken; he was stealing a ride, and in attempting to get off, his clothing getting caught, he fell. G. Mapes, conductor; C. Belknap, engineer; engine 238.

N. Y., L. E. and W., June 15. Michael Sullivan, age 13, got on caboose of train 38, and in passing over some gondolas he fell, and one car and one truck of another passed over him, dislocating one shoulder; left thigh broken, and both legs badly injured, at Olean, N. Y.; he has recovered. O. W. Barker, conductor; W. C. Clark, engineer; engine 89.

N. Y., L. E. and W., June 16. Ransom Marean, age 25, in attempting to drive across track, wagon was struck by train 1st extra 10, near Binghamton, N. Y., and he was thrown out, breaking his collar-bone, and he received some slight bruises about the face; engine bell was ringing. W. S. Green, conductor; E. Bryan, engineer; engine 460.

B., N. Y. and E., June 19. Esquire W. Boylan, age 33, was severely injured about back and head in jumping from train 16 while in motion, near Batavia, N. Y. B. Van Tuyl, conductor; B. Weyant, engineer; engine 130.

N. Y., L. E. and W., June 29. George Thompson, age 30, was fatally injured at Hancock, N. Y., by falling under train in attempting to get on 1st extra 36, and was run over; he was under the influence of liquor at the time of accident; died next morning. W. H. Cole, conductor; C. Frazer, engineer; engine 379.

N. Y., L. E. and W., July 2. Mrs. Marcus Kane, age 60, in attempting to cross track in front of train 10, near Allegany, N. Y., was struck by bumper of engine and was bruised about body; sight and hearing poor. H. C. Brown, conductor; R. Cameron, engineer; engine 472.

N. Y., L. E. and W., July 4. Hiram Layton, brakeman, age 24, was severely bruised about left hip and shoulder by falling from train 38, near Great Valley N. Y. O. W. Barker, conductor; A. N. Judd, engineer; engine 91.

N. Y., L. E. and W., July 5. John Carroll, trackman, age 50, was found dead on track in yard at Salamanca, N. Y.

Buffalo Branch, July 6. Burt F. Norton (child), age 2, was struck and killed by train 1st extra 33 at Canaseraga, N. Y.; he started to run across track, but stopped between the broad and narrow gauge rails, too late for engineer to stop before striking him. J. D. Horton, conductor; A. Courtrite, engineer; engine 487.

N. Y., L. E. and W., July 10. Michael Mooney, brakeman, age 45, had his hand badly jammed, coupling cars at Hornellsville, N. Y.; one finger amputated. Train 3d extra 10; D. Haire, conductor; J. W. Stickney, engineer; engine 433.

N. Y., L. E. and W., July 12. Zachariah Quick, brakeman, age 26, had his right arm cut off near the shoulder, at Turners, N. Y.; he fell from train extra 36, with arm across rail; arm was amputated at the shoulder. J. A. Cosse, conductor; E. N. Tucker, engineer; engine 356.

P. and H. R., July 13. Franklin Fox, brakeman, age 19, was killed in Bergen

in 9; supposed to have fallen from door of baggage car; no one saw M. Russell, conductor; B. Hafner, engineer; engine 313.

July 14. Robert Guyde, passenger, age 32, had his arm broken above striking some portion of the Hackensack bridge, on Newark Branch; arm out of window of coach in train 20. O. Howell, conductor; engineer; engine 347.

and W., July 15. Eugene Newkirk, age 19, was fatally injured at ; he stepped over on west-bound track, to get out of way of train t-bound track, directly in front of train 9; died same day; proper sign. J. H. Tenney, conductor; B. Hafner, engineer; engine 313.

and W., July 15. George Brewster, flagman, age 35, had his right crushed, coupling cars at Port Jervis, N. Y., in train extra 36; three ated. R. M. Cumming, conductor; G. H. Johnson, engineer; engine 112. and E., July 18. Daniel Leary, night hostler, Buffalo shop, age 35, had ated while coupling engines 397 and 190 together, at Buffalo, N. Y.; draw-bar slipped out of casting, and tender of engine 397 ran upon e 190, catching him between them.

and W., July 19. Richard Thompson, tramp, age 15, while stealing n two express cars in train 9, caught his foot between the bumpers, toes crushed, at Owego, N. Y. G. Van Tuyl, conductor; T. Tennant, ine 67.

and E., July 21. Michael Donahue, switchman, age 34, had his right crushed, coupling cars at Buffalo, N. Y.; no bones broken. J. Jack, ine 406.

and W., July 22. Heber Holmes, telegraph repairer, age 30, in get on hand-car, near Pine Grove, Pa., he fell backward, and was nk, causing a compound fracture of the upper jaw-bone.

P., July 22. William F. Bennett, brakeman, age 27, had first finger of shed, coupling cars at Limestone, N. Y.; finger amputated between d joints. Train 34; J. S. Barnes, conductor; A. H. Slatt, engineer;

R., July 25. John Kenneally, laborer, New York station, age 34, was ed about lower part of body, by being caught between house and was being moved along side Pier 9, Jersey City, N. J., for the pur- g freight; he was taken to St. Francis' hospital, where he is reported and likely to recover, without serious permanent injury.

and W., July 26. Michael Carl, age 17, had his arm broken in two g and ankle severely bruised, at Binghamton, N. Y.; in attempting to ard of switch engine 220, his foot slipped and he fell. J. Salmon,

E. and W., July 31. James Price, age 10, was fatally injured, at ; he had caught a ride on side of car, in train 49, and, in attempting ell, and was run over; died same day. A. Depue, conductor; C. Cof- engine 315.

E. and W., August 3. James Wells, brakeman, age 19, had three t hand crushed, coupling cars at Turners, N. Y., in train extra 36. uctor; J. Mooney, engineer; engine 304.

and W., August 4. Neil Mahoney, age 20, was found on track, one ond Eddy, Pa., badly bruised about his head, side, and hip; he fell, et on some train; he was intoxicated.

R., August 11. Bartholomew McGrail, age 35, was found dead on ssaic Bridge, N. J.



N. Y., L. E. and W., August 11. Jerry O'Sullivan, age about 50, had his foot crushed, at Owego, N. Y.; he attempted to get on car in train wild cat east, and fell, wheel passing over his foot. C. C. Moore, conductor; J. K. Moore, engineer; engine 432.

Buffalo Branch, August 12. Michael Foley, trackman, age 72, was fatally injured. Thomas Fitzgerald, trackman, age 44, was severely bruised. Jay V. Willard, trackman, age 18, was bruised, and lost little finger. These trackmen were returning home from work, with two hand-cars, and when just west of bridge No. 17, near Warsaw, N. Y., the cog-wheel journal of head car broke, and cog-wheel dropped down, throwing the car from track, and trackmen were thrown off and run over, injuring them as above; Foley died, near Warsaw, August 25, 1878.

B., N. Y. and E., August 12. Cecelia Matties, age 6, was fatally injured, near Avon, N. Y., by being struck by train 8, while walking on track; signals were given, and engineer reversed his engine, but could not stop before striking her; died same day. W. S. Sherwood, conductor; A. Johnson, engineer; engine 222.

P. and H. R., August 14. George Yeomans, age about 50, was cut on head, and slightly bruised, at Jersey City, N. J.; he was walking on end of ties, and was struck by end of bumper of engine 293; proper signals were given. Train extra 3. W. H. Faulkner, conductor; D. C. Seward, engineer.

P. and H. R., August 15. John Van Houten, age 25, employed by N. J. and N. Y., in attempting to climb up on side of coal car, used as tender on engine 4, he fell, and his foot caught between the rails, and spraining his ankle. W. Wood, engineer; at Jersey City, N. J.

N. Y., L. E. and W., August 15. John Brogan, brakeman, age 22, had his right hand badly jammed (no bones broken), coupling cars, at Lackawaxen, Pa., in train extra coal 2. M. Blake, conductor; C. Belknap, engineer; engine 280.

B., N. Y. and E., August 15. John Callahan, fireman, age 29, had fleshy part of his left hand lacerated, at Buffalo, N. Y., caused by water-glass of engine 498 bursting, and, in reaching over to shut off the cocks, glass was blown up into his hand. M. Callahan, engineer.

N. and H., August 17. Peter Welch, age 36, was instantly killed, on bridge, over Passaic river, at Newark, N. J., by train 20; he was walking across the bridge, and stepped on track, when engine was but a short distance away; engineer reversed his engine, but could not stop before striking him. O. Howell, conductor; Shriver, engineer; engine 347.

N. Y., L. E. and W., August 17. Edward Montgomery, brakeman, age 45, had ends of two fingers of right hand smashed, while coupling cars, at Corning, N. Y., amputated at first joint. Train 37; E. M. Le Munyan, conductor; T. Lynne, engineer; engine 394.

N. Y., L. E. and W., August 17. George Merritt, passenger, age 21, had his shoulder dislocated, right leg badly cut, and face and head bruised, by falling from train 12, about four miles east of Binghamton, N. Y.; he was standing on platform and a sudden lurch of train threw him off. D. Haire, conductor; J. Bravos, engineer; engine 320.

P. and H. R., August 18. Charles F. Kearney, age 12, was fatally injured, Brunswick street crossing, at Jersey City, N. J., in attempting to jump from train extra 36, while in motion, fell under wheels, and was run over; he was taken to Francis' Hospital, where he died in a short time. H. W. Read, conductor; J. Shedd, engineer; engine 344.

N. Y., L. E. and W., August 19. Garrett Tobin (boy), age 3, was instantly killed by cars being switched, at Hornellsville, N. Y.; he started, with his brother, to



the wood-yard for chips, just as train began to move. C. Manning, engine 37.

August 21. Thomas Burk, switchman, age 45, had first finger of his hand crushed in coupling cars, at Jersey City, N. J. J. Lore, engineer; engine 421.

August 23. Michael Shea, age 20, in attempting to pass between freight cars, was caught in the hips and considerably squeezed, at Buffalo, N. Y. A. J. Smith, engineer; engine 423.

August 23. Benjamin F. Gay, farmer, age 53, was fatally injured, at Buffalo, N. Y., age 7, was killed, by being struck by train 4, on highway crossing, east of Attica, N. Y., in driving across track. This accident occurred on August 23, and was not seen by engineer or fireman on account of a long dark night. Bell was ringing for crossing. Mr. Gay died August 24. J. E. Gill, conductor; G. W. Smith, engineer; engine 483.

August 26. Charles Harnock, laborer, car-shop, age 37, while washing skylight of baggage car a caboose was pushed against him from ladder, at Buffalo, N. Y., and he, falling on rail, was severely injured in back and head.

August 27. John McFarlane, brakeman, age 20, in attempting to get into box car, at Alfred, N. Y., his foot slipped under the wheel and his head was crushed; doctor thinks he can save the foot. Wild Cat east; E. Thompson, engineer; T. Clark, engineer; engine 68.

August 29. Morris Cullen, passenger, age 27, had foot run over by train 4, near Goshen, N. Y., in jumping from train while in motion; foot crushed just above the ankle. C. Hale, conductor; J. Earle, engineer; engine 104.

August 30. William C. Balcom, brakeman, age 26, had thumb and index finger injured coupling cars, at Junction, Buffalo, N. Y., while making up freight cars; conductor; T. Williamson, engineer; engine 505.

August 31. James Loder, age 68, was fatally injured, at Buffalo, N. Y., by being struck by train Wild Cat east, while walking on track; he was deaf, signals given, being slightly deaf; died September 7, 1878. C. F. Smith, conductor; F. Baker, engineer; engine 153.

August 31. William C. Smith, brakeman, age 23, had his left hand crushed in coupling cars, at Buffalo, N. Y.; thumb amputated. Train 4, conductor; J. Glynn, engineer; engine 504.

September 3. Alfred Arnold, brakeman, age 40, had his hand crushed in coupling cars, at Owego, N. Y.; two fingers amputated. Train 4, conductor; B. Wakeman, engineer; engine 436.

September 5. Peter Jones, night track walker, age 35, was killed, by train 5, 2½ miles east of Stockport, N. Y.; he was sitting on a freight car, being a sharp curve engineer could see but a short distance. A. J. Smith, conductor; J. W. Weed, engineer; engine 104.

September 5. Jacob Pfruender, track laborer, age 58, was killed, by train 4, about three miles east of Pond Eddy, Pa.; he was on a freight car, being a sharp curve, and had just stepped out of way of train going west. Train 4, conductor; M. L. Rose, engineer; engine 318.

September 5. Horace Foster, age 32, and Edward Foster, were struck and instantly killed, near Barton, N. Y., by train 3; they were on a freight car and paid no attention to signals given. D. L. Krum, conductor; J. W. Weed, engineer; engine 453.

September 7. Cornelius Hogan, laborer, Susquehanna shop,

age 55, was struck and killed by engine No. 1, at Susquehanna, Pa.; he stepped on track directly in front of engine. H. Kinsler, engineer.

P. and H. R., September 11. Thomas Reed, tramp, age 32, had toes of one foot crushed, at Jersey City, N. J., in getting on train extra 43; wheel ran over his foot. C. L. Boughner, conductor; J. Steele, engineer; engine 263.

P. and H. R., September 13. Celia Johnson, passenger (colored), age 25, had her ankle sprained in jumping from train 17 while in motion, at Berry's creek bridge near Rutherford Park, N. J. J. D. Northrup, conductor; R. Y. Davis, engineer; engine 352.

N. Y., L. E. and W., September 13. Michael Horan, trackman, age 30, was struck by a piece of timber, and badly bruised about head and body, while at work at Susquehanna, Pa.

P. and R., September 14. Robert Mather, passenger (mechanic), age 30, had back of his head slightly cut by falling in attempting to jump on train 102, at Paterson, N. J. W. E. Hepburn, conductor; W. Youmans, engineer; engine 215.

N. Y., L. E. and W., September 15. Mrs. Mary Mack, age 65, was struck and killed by engine 74, at Susquehanna, Pa.; she was walking on track and paid no attention to signals given; engine being moved by fireman, A. L. Horton.

B., N. Y. and E., September 17. Mrs. Margaret Esty, car cleaner, Buffalo, N. Y., age 45, while in a stooping position, coach was struck by another coach being switched, and striking her knocking her down, bruising her about head and face and knocking out three of her teeth.

N. Y., L. E. and W., September 19. Edward Chapell, age 19, fell from train 1 near Addison, N. Y., and had one foot cut off, and one leg run over (leg and foot amputated); he was stealing a ride on this train. G. M. Writer, conductor; L. Pettibone, engineer; engine 23.

N. Y., L. E. and W., September 20. John McCormick, trackman, age 39, was struck and killed by train extra 35, at Goshen, N. Y. He stepped from east-bound track to get out of way of train coming east, directly in front of this train. J. Norwood, conductor; J. Medrick, engineer; engine 353.

P. & H. R., September 20. John Reeves, switchman, age 35, had two ribs broken by being caught between forward end of engine 420, and tank of engine 249, at Jersey City, N. J. W. Wood and J. Harring, engineers.

N. Y., L. E. and W., September 21. James B. Grannis, age 35, was quite seriously injured, but no bones broken, by being struck by train 8, near Smithboro, N. Y. in attempting to drive across track; his attention was attracted to a freight train passing in opposite direction. M. L. Wood, conductor; J. De Lancy, engineer; engine 29.

N. Y., L. E. and W., September 21. Patrick Honan, track laborer, age 48, was struck and instantly killed, by train 21, at Binghamton, N. Y.; he was walking on track, and stepped in front of engine, which was unobserved by him. C. C. Moore, conductor; J. K. Moore, engineer; engine 432.

N. Y., L. E. and W., September 21. Eli Thomas, age 24, deaf and dumb Indian, calf of his right leg was injured (not serious), at Salamanca, N. Y., in jumping from caboose of a switching train; he jumped right in way of engine 17, and was knocked down. W. Bartlett, engineer.

N. Y., L. E. and W., September 22. Anna Clark, age 22, was struck by train extra 35, at Greycourt, N. Y., cutting her head, and breaking her shoulder blade. She was walking near the track, and stepped on track when engine was but a short distance, and was struck by bumper of engine. G. A. Barrett, conductor; M. M. Rounds, engineer; engine 289; bell was ringing.

P. and H. R. September 23. Benjamin Scudder, age 40 (colored), in attempting



caboose of some train, while intoxicated, he was thrown down and head  
 struck, N. J.

Branch, September 23. Daniel Kelly, laborer (company's), age 18, in  
 caboose of coal 9, near Brandt's, Pa., fell, and had his left foot  
 injured quite badly; no bones broken. T. O. Mapes, conductor; H.  
 Rogers, engineer 168.

Branch, September 23. Domnick Coultry, brakeman, age 45, had  
 injured (but no bones broken) by falling from a gondola car, and  
 died, at Painted Post, N. Y., caused by cars giving a sudden jerk; train  
 conductor; A. Rogers, engineer; engine 435.

Branch, September 25. William C. Osman, flagman, age 34, in jump-  
 coach of train 165, he fell through a stringer bridge to the ground, at  
 N. Y., injuring his chest, and spraining one ankle and one wrist; no  
 bones broken. C. F. Rix, conductor; J. Allen, engineer; engine 205.

Branch, September 30. Virgil Ledger, age 27, was found on track with  
 a broken neck, at Brandt's, Pa.; he died about two hours after. He was subject  
 to epilepsy, supposed he fell on track with a fit.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

BUTLER.....	New York City.
DANA.....	New York City.
GRANT.....	New York City.
HOODWIN.....	New York City.
GUTHRIE.....	Buffalo, N. Y.
HEWITT.....	New York City.
JOHNSON.....	New York City.
MORGAN.....	New York City.
PARKER.....	Newark, N. J.
PERICK PIERSON.....	New York City.
SMEDLEY.....	Newburgh, N. Y.
SLEEBINS.....	New York City.
STANLEY.....	New York City.
TALLMAN.....	New York City.
WELLS.....	Norwich, Conn.
WELSH.....	Philadelphia, Pa.

by.

J. HEWITT.....	President, New York City.
W. SPENCER.....	Treasurer, New York City.
THOS R. McDONOUGH.....	Secretary, New York City.
S. CHANUTE.....	Engineer, New York City.
S. BOWEN.....	Superintendent, New York City.

Communications intended for this company should be addressed, Post Office Box  
 New York City.

The undersigned have caused the foregoing statements to be prepared by the  
 agents and agents of this company, from the books and records, and have  
 as far as practicable, and believe them to be correct.

(Signed) B. W. SPENCER, *Treasurer.*  
 E. S. BOWEN, *General Superintendent.*



(No. 120.)

## NEW YORK AND MAHOPAC.

STATE OF NEW YORK, }  
*New York County,* } ss.:

CORNELIUS VANDERBILT, Secretary of the New York and Mahopac Railroad Company, being sworn, deposes and says, that the statements in the annexed report which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

C. VANDERBILT

Subscribed and sworn to before me, }  
 this 20th day of November, 1878. }

W. J. VAN ARSDALE,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$500,00
Amount of stock subscribed .....	265,00
Amount paid in, as by last report .....	265,00
Total amount now paid in of capital stock .....	265,00

This road has no equipment. It has been operated by the New York Central and Hudson River Railroad Company, under contract, and the operations of the road will be included in the annual report of that company.

## COST OF ROAD.

	By last report.	By present report.
For graduation and masonry .....	\$113,073 50	\$113,073 50
For bridges .....	14,755 49	14,755 49
Superstructure, including iron .....	68,143 84	68,143 84
Passenger and freight stations, buildings and fixtures .....	9,399 51	9,399 51
Land, land damages, and fences .....	49,520 48	49,520 48
Engineering and agencies .....	10,556 39	10,556 39
Total cost of road .....	\$265,449 21	\$265,449 21

## CHARACTERISTICS OF ROAD.

Length of road .....	7.09
Length of road in this State .....	7.09
Length of road laid .....	6.97
Length of road laid in this State .....	6.97
Weight of rail, per yard, on main track .....	56 to 60
Length of main line of road from Golden's Bridge to Lake Mahopac .....	7.09

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

W. VANDERBILT .....	New York City.
C. VANDERBILT .....	New York City.
A. VANDERBILT .....	New York City.
W. SCHELL .....	New York City.
J. WETMORE .....	New York City.
J. NIVEN .....	New York City.
M. DEPEW .....	New York City.
W. PARKER .....	New York City.
L. ROBERTSON .....	Katonah.
F. TEED .....	Somers.
W. HERRITT .....	Golden's Bridge.
W. WHITLOCK .....	Croton Falls.
A. L. LEONARD .....	New York City.
W. H. VANDERBILT .....	Vice-President.
J. NIVEN .....	Treasurer.
W. VANDERBILT .....	Secretary.

Communications intended for this company should be addressed, New York and  
 Railroad Company, Grand Central Depot, New York city.

It is signed has caused the foregoing statements to be prepared by the  
 and agents of this company, from the books and records, and has  
 as far as practicable, and believes them to be correct.

(Signed) C. VANDERBILT, *Secretary.*

(No. 121.)

## NEW YORK AND MANHATTAN BEACH.

NEW YORK, } ss.:  
 in Westchester County,

GILMAN S. MOULTON, Treasurer, and ISAAC D. BARTON, acting Superintendent of  
 the New York and Manhattan Beach Railway Company, being  
 sworn, each for himself deposes and says, that the statements in the  
 report, which has been signed by each of them, at the end thereof, are true  
 according to the best of his knowledge, information, and belief.

(Signed) GILMAN S. MOULTON,  
 ISAAC D. BARTON.

I have sworn to before me, }  
 of November, 1878. }

ALFRED C. CHAPIN,

*Notary Public.*

## STOCK AND DEBTS.

Capital paid by charter .....	\$500,000 00
Capital subscribed .....	500,000 00
Capital, as by last report .....	485,500 00
Amount now paid in of capital stock .....	500,000 00
Amount as by last report .....	500,000 00
Amount now of funded debt .....	829,000 00
Amount now of floating debt .....	45,000 00
Amount now of funded and floating debt .....	874,000 00
Interest per annum, of interest on funded debt .....	7 per cent.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$13,333 70	\$15,542 1
Superstructure, including iron.....	45,227 10	90,822 1
Passenger and freight stations, buildings and fixtures .....	151,585 35	226,416 1
Land, land damages, and fences .....	465,925 30	478,301 1
Locomotives and fixtures, and snow plows.....	35,357 60	78,427 1
Passenger and baggage cars.....	25,556 61	82,259 1
Freight and other cars .....	5,956 20	8,420 1
Engineering and agencies .....	7,573 23	8,994 1
Telegraph line .....	.....	1,476 1
Total cost of road and equipment.....	\$750,515 09	\$990,660 1

## CHARACTERISTICS OF ROAD.

Length of road .....	15 mile
Length of road in this State.....	15 "
Length of road laid .....	5.44 "
Length of road laid in this State.....	5.44 "
Length of double track, including sidings .....	4.64 "
Weight of rail, per yard, on main track.....	40 pound
Number of engines.....	.....
Number of first-class passenger cars .....	.....
Number of first-class and open excursion passenger cars .....	.....
Number of baggage combination cars .....	.....
Number of freight cars, including coal cars .....	.....
Number of service cars.....	.....
Length of main line of road from Greenpoint, Brooklyn, E. D., to Manhattan Beach.....	15 mile

## DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	167,91
Number of miles run by freight trains.....	13,95
Number of passengers (all classes) carried in cars .....	1,056,87
Number of miles traveled by passengers, or number of passengers carried one mile .....	11,372,48
Number of tons, of 2,000 pounds, of freight carried in cars.....	16,740.368
Total movement of freight, or number of tons carried one mile.....	126,398.389
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	2
Rate of speed of same when in motion.....	2
Average rate of speed adopted by express trains, including stops...	2
Rate of speed of same when in motion .....	3
Average rate of speed adopted by freight trains, including stops....	1
Rate of speed of same when in motion.....	1
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	4
Average weight, in tons, of freight trains, exclusive of freight .....	7

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	2 cents
For first-class way passengers.....	3 "



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron .....	\$3,468 04	\$3,179 04	\$289 00
Repairs of buildings .....	16 88	15 48	1 40
Repairs of fences and gates .....	96 70	83 65	8 05
Totals .....	\$3,581 62	\$3,283 17	\$298 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$2,186 75	\$2,004 53	\$182 22
Repairs of passenger and baggage cars .....	1,227 52	1,227 52	.....
Repairs of freight cars .....	291 12	.....	291 12
Repairs of tools and machinery in shops .....	16 07	14 74	1 33
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	38 75	35 53	3 22
Totals .....	\$3,760 21	\$3,282 32	\$477 89

## EXPENSES—(Continued).

OPERATING THE ROAD.		Amount.	Passenger transportation.	Freight transportation.
Office expenses, stationery, etc	.....	\$4,643 23	\$4,256 29	\$386 94
Agents and clerks	.....	12,365 14	11,384 71	1,080 43
Labor: loading and unloading freight	.....	1,464 46	.....	1,464 46
Porters, watchmen, and switchtenders	.....	10,175 53	9,237 56	847 97
Wood and water station attendance	.....	811 57	744 41	67 16
Conductors, baggage and brakemen	.....	5,804 20	5,320 52	483 68
Engineemen and firemen	.....	8,084 02	7,410 36	673 66
Fuel: cost and labor of preparing for use	.....	7,619 59	6,984 62	634 97
Oil and waste for engines and tenders	.....	461 14	422 71	38 43
Oil and waste for freight cars	.....	24 16	.....	24 16
Oil and waste for passenger and baggage cars	.....	206 43	206 43	.....
Damage for injuries of persons	.....	230 50	211 29	19 21
Damage to property, including damages by fire and cattle killed on road	.....	148 75	136 36	12 39
General superintendence	.....	6,004 90	5,504 49	500 41
Contingencies *	.....	93,894 73	86,069 00	7,825 73
Totals	.....	\$151,938 35	\$137,928 75	\$14,009 60
RECAPITULATION OF TRANSPORTATION EXPENSES.				
Maintaining road-bed, etc.	.....	\$3,581 62	\$3,283 17	\$298 45
Repairs of machinery	.....	3,760 21	3,282 32	477 89
Operating	.....	151,938 35	137,928 75	14,009 60
Totals	.....	\$159,280 18	\$144,494 24	\$14,785 94

\* Steamboat service, rents, police, and detective service, music, advertising, insurance, etc.



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Engines.....	\$251,542 47
Light.....	16,780 43
Other sources.....	29,824 20
	<u>\$298,147 10</u>
OTHER THAN FOR CONSTRUCTION.	
Transportation expenses.....	\$159,280 18
Station.....	\$56,538 09
	<u>\$215,818 27</u>
Amount of surplus fund.....	<u>\$82,328 83</u>

## ACCIDENTS.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
.....	.....	.....	1	.....	.....	.....	1	.....
.....	.....	.....	.....	.....	.....	1	.....	1
.....	.....	.....	.....	.....	.....	1	.....	1
.....	.....	.....	.....	.....	.....	1	.....	1
.....	.....	.....	1	.....	.....	3	1	3

a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of the person, as follows:

Alphonse Long, laborer, fell between engine and car of construction train, and was struck by the engine, after it had been uncoupled from car; was struck by the engine, and died of his injuries same date; the accident took place on the same date.

An unknown woman, about sixty years old, was slightly injured, while crossing the track, at Lorimer street, Greenpoint.

Jacob Wielhelm, while walking on track, between Flushing and Jamaica, was run over and his leg broken.

An unknown man, while walking on track near Sheepshead Bay, was struck by the engine of excursion car, and had his leg broken, and was otherwise injured.

Rental paid New York, Bay Ridge and Jamaica Railroad, as follows:

.....	\$28,000 00
.....	7,000 00
River rental.....	1 00
Bayway Beach, for that portion leased.....	1 00

*State Engineer and Surveyor.*



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

AUSTIN CORBIN .....	Brooklyn, N. Y.
J. B. UPHAM .....	Boston, Mass.
CHAS. L. FLINT .....	Boston, Mass.
JOHN J. PICKERING .....	Portsmouth, N. H.
B. T. MARTIN .....	Chelsea, Mass.
D. C. CORBIN .....	New York City.
GEORGE S. C. DOW .....	Brooklyn, N. Y.
G. S. MOULTON .....	New York City.
C. F. MOULTON .....	New York City.
F. W. DUNTON .....	Brooklyn, N. Y.
ALFRED SULLY .....	Brooklyn, N. Y.
ALFRED C. CHAPIN .....	Brooklyn, N. Y.
E. C. HUMBERT .....	Brooklyn, N. Y.

AUSTIN CORBIN .....	President, Brooklyn, N. Y.
G. S. MOULTON .....	Treasurer and Secretary, New York City.
D. H. CARDOZO .....	Engineer, New York City.
I. D. BARTON .....	Superintendent, New York City.

Communications intended for this company should be addressed, New York and Manhattan Beach Railway Company, 61 Broadway, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GILMAN S. MOULTON, *Treasurer.*  
ISAAC D. BARTON, *Superintendent.*

(No. 122.)

## NEW YORK AND NEW ENGLAND.

NEW YORK AND NEW ENGLAND RAILROAD COMPANY,  
PRESIDENT'S OFFICE,  
224 FEDERAL STREET, BOSTON, Nov. 16, 1878.

E. D. SMALLEY, Esq., *Deputy State Engineer and Surveyor, Albany:*

DEAR SIR—Yours of the 13th inst. received, and I beg leave to say that while work has been done on the unfinished portion of this company's road, within the limits of New York, since the bankruptcy of the Boston, Hartford and Erie Railroad Company, whose successors we are by foreclosure of its mortgage—we have since the first of last month paid the debt which underlay our mortgage on the Hartford, Providence and Fishkill Division of our road, and we are now in possession and operating the same from Providence, R. I., to Waterbury in Connecticut, which is as far as the same is completed.

Being now in possession and operating our road from Boston and Providence, we to Waterbury, we are of course anxious to see the incomplete portion finish

atter city and the Hudson river, and it is our intention to resume the  
as soon as circumstances permit.

o my letter of the 29th of November, 1876, published on page 741 of  
f that year, there is nothing that occurs to me to add of interest to the  
ur State, further than to say, that being now in possession of the com-  
our road, we hope to finish the remainder at an early day.

Very respectfully,

Your ob't servant,

WM. T. HART, *President.*

(No. 123.)

# NEW YORK, NEW HAVEN AND HARTFORD.

NEW YORK, }  
k County, } ss.:

ROUGHS, Treasurer, and E. M. REED, General Superintendent of oper-  
New York, New Haven and Hartford Railroad Company, being sever-  
ach for himself deposes and says, that the statements in the annexed  
has been signed by each of them, at the end thereof, are true and cor-  
g to the best of his knowledge, information, and belief.

(Signed) W. A. BURROUGHS,  
E. M. REED.

and sworn to before me, }  
y of November, 1878. }

E. C. ROBINSON, *Notary Public, New York County.*

## STOCK AND DEBTS.

as by charter.....	\$15,500,000 00
stock subscribed.....	15,500,000 00
in, as by last report.....	15,500,000 00
t now paid in of capital stock.....	15,500,000 00
t, as by last report.....	229,809 15
now of floating debt.....	306,204 02
t now of funded and floating debt.....	306,204 02

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
ion and masonry.....	\$13,578,547 38	\$13,578,547 38
re, including iron.....		
and freight stations, buildings and.....		
car houses, machine shops, ma- and fixtures.....		
damages, and fences.....		
and fixtures, and snow plows....	2,114,501 42	\$2,154,454 71
nd baggage cars.....		
other cars, tug and barges.....		
r and agencies.....		
st of road and equipment.....	\$15,693,048 80	\$15,733,002 09



## CHARACTERISTICS OF ROAD.

Length of road .....	123	mi
Length of road in this State .....	15.13	
Length of road laid .....	123	
Length of road laid in this State .....	15.13	
Length of double track, including sidings .....	179.10	
Length of branches owned by the company, laid. ....	17.5	
Length of branches leased by the company, laid. ....	61.8	
Length of double track laid on same. ....	11.8	
Weight of rail, per yard, on main track .....	61 and 62	
Number of engine-houses and shops .....		
Number of engines .....		
Number of first-class passenger cars .....		
Number of baggage, mail, and express cars .....		
Number of freight cars, including coal cars .....		1
Length of main line of road from Harlem Junction to Springfield, Mass. ....	123	m

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	1,385	
Number of miles run by freight trains .....	702	
Number of miles run by other trains .....	33	
Number of passengers (all classes) carried in cars .....	3,525	
Number of miles traveled by passengers, or number of passengers carried one mile. ....	105,458	
Number of tons, of 2,000 pounds, of freight carried in cars. ....	898	
Total movement of freight, or number of tons carried one mile ....	45,594	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....		
Rate of speed of same when in motion .....		
Average rate of speed adopted by express trains, including stops ...		
Rate of speed of same when in motion .....		
Average rate of speed adopted by freight trains, including stops ...		
Rate of speed of same when in motion .....		
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....		
Average weight, in tons, of freight trains, exclusive of freight. ....		

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	5	
Of animals .....	3	
Of vegetable food .....	6	
Other agricultural products .....	36	
Manufactures .....	76	
Merchandise .....	52	
Other articles .....	90	
Total * .....	272	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES  
MILE, AS FOLLOWS:

For first-class through passengers. ....	2.62	ce
For first-class way passengers. ....	2.85	

\* In the State of New York.



MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$122,320 12	\$81,480 08	\$40,740 04
Repairs of bridges .....	47,826 01	31,884 01	15,942 00
Cost of iron used in repairs.....	27,181 45	18,120 97	9,060 48
Repairs of buildings .....	41,452 56	34,543 80	6,908 76
Repairs of fences and gates .....	4,537 33	3,831 11	766 22
Taxes on real estate.....	226,836 76	151,224 51	75,612 25
Totals.....	\$470,114 23	\$321,084 48	\$149,029 75
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$122,209 95	\$81,473 30	\$40,736 65
Repairs of passenger and baggage cars .....	91,900 73	91,900 73	.....
Repairs of freight cars .....	53,894 16	.....	53,894 16
Repairs of tools and machinery in shops .....	10,936 75	7,291 17	3,645 58
Incidental expenses.....	38,066 04	.....	38,066 04
Totals.....	\$317,007 63	\$180,665 20	\$136,342 43

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$37,031 08	\$27,179 11	\$9,851 97
Agents and clerks .....	134,804 23	60,143 55	74,660 68
Labor: loading and unloading freight .....	95,962 93	.....	95,962 93
Station labor and expenses .....	185,470 73	139,103 05	46,367 68
Porters, watchmen, and switchtenders .....	95,198 39	63,465 60	31,732 79
Wood and water station attendance .....	14,962 69	9,975 13	4,987 56
Conductors, baggage and brakemen .....	220,054 20	143,678 96	76,375 24
Enginemen and firemen .....	125,142 59	71,881 85	53,310 74
Fuel: cost and labor of preparing for use .....	218,146 21	145,430 81	72,715 40
Oil and waste .....	33,830 41	22,553 61	11,276 80
Loss and damage of goods and baggage .....	1,790 23	.....	1,790 23
Damage for injuries of persons .....	4,182 41	4,182 41	.....
Damage to property, including damages by fire and cattle killed on road .....	2,730 50	.....	2,730 50
General superintendence .....	29,950 00	15,300 00	7,650 00
Contingencies .....	189,114 42	108,858 18	80,256 24
Totals. ....	\$1,381,371 02	\$811,702 26	\$569,668 76



## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

nt expenses .....	\$8,898 68
e. ....	4,609 20
.....	99,852 92
.....	27,167 25
enses .....	20,697 43
enses .....	27,888 94
.....	\$189,114 42

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ng road-bed, etc. ....	\$470,114 23	\$321,084 48	\$149,029 75
f machinery .....	317,007 63	180,665 20	136,342 43
g .....	1,381,371 02	811,702 26	569,668 76
s .....	\$2,168,492 88	\$1,313,451 94	\$855,040 94

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.*	
passengers .....	\$2,241,171 92
n freight .....	1,309,778 08
n other sources .....	302,032 65
Total .....	\$3,852,982 65

RIPTS.	
n passengers .....	\$2,241,171 92
n freight .....	1,309,778 08
s .....	\$104,449 03
ress .....	161,882 07
rest .....	35,701 55
	302,032 65
Total .....	\$3,852,982 65

## MENTS OTHER THAN FOR CONSTRUCTION.

transportation expenses .....	\$2,168,492 88
interest, H. R. and P. C. R. R. ....	130,000 00
Dividends on stock—amount and rate per cent, two of 5 p. ct.,	1,550,000 00
payments to surplus fund .....	4,489 77
Total .....	\$3,852,982 65
Total amount of surplus fund .....	\$2,118,637 47

total gross earnings of this company in the State of New York for the period covered by  
t were \$927,090.39.



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
1877.							
October 1.....	....	....	....	....	1	....	1
October 8.....	....	....	....	....	1	....	1
October 18.....	....	....	....	....	1	....	1
November 9.....	....	....	....	....	1	....	1
December 27.....	....	....	....	....	1	....	1
1878.							
January 23.....	....	....	....	....	....	1	....
February 16.....	....	....	....	....	1	....	1
March 20.....	....	....	....	....	....	1	....
May 10.....	....	....	....	1	....	....	....
May 28.....	....	....	....	....	1	....	1
June 13.....	....	....	....	....	1	....	1
June 22.....	....	....	....	....	1	....	1
June 27.....	....	....	....	1	....	....	....
July 19.....	....	....	....	....	1	....	1
August 17.....	....	1	....	....	....	....	....
August 21.....	....	....	....	....	1	....	1
September 2.....	....	....	....	....	1	....	1
Total.....	....	1	....	2	12	2	12

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and name of such person, as follows:*

## 1877.

October 1. The 8.05 A. M. train from New York killed Bertha Shelger, age 11, deaf mute, who was playing on the track at One Hundred and Sixty-ninth street, New York city.

October 8. James Carney, age 13, playing on freight cars as they were being hauled by horses on Fourth avenue, between Forty-second and Forty-third streets, fell and had his leg crushed; he died next day.

October 18. The 12.03 P. M. train from New Haven struck and killed Thor Leonard, who was walking on the train near Melrose.

November 9. Benjamin Raymond was found dead on the track near Mamaroneck, supposed to have been killed by one of the night trains.

December 27. The 11.45 A. M. train from Stamford killed Mrs. Burns, walking on track near Port Chester.

## 1878.

January 23. John Greer, a newsboy, was blown from the 1 P. M. train from New York, near Mount Vernon; slightly injured.

February 16. The 6.30 A. M. train from New Haven killed Michael Nash, who was working at sewer under the track at Mott Haven.

March 20. The 7.34 A. M. train from South Norwalk struck and slightly injured Wm. C. Atwood, who was walking on track near Port Chester.

Theodore Shields, a brakeman on 12 m. train from Harlem river, was slightly injured by first bridge west of New Rochelle.

The 7:30 p. m. train from New Haven struck and killed Wm. Burroughs, of the Harlem Railroad, who attempted to pass between the engine and truck a flying switch at Forty-sixth street and Fourth ave., New York. The 7:38 p. m. train, from New York, killed Peter Fisher, who was back, near Pelham station.

As. Metzgar, walking on track, near Harlem railroad Junction, was d by the 11 a. m. train from New York.

John Strang, night watchman at Port Chester, was slightly injured, by 10 m New Haven, while switching.

The 5:28 p. m. train, from New Haven, killed an unknown lady, walking Harrison station.

An unknown man jumped from the 7:45 a. m. train from New n near New Rochelle Junction, and was slightly injured.

James Fitzpatrick was struck and killed by the 5 a. m. train from s it was being switched, at Forty-sixth street and Fourth avenue, y.

2. The 5:15 p. m. train, from New York, struck and killed Henrietta walking on the track, near Mount Vernon.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

BISHOP.....	Bridgeport, Ct.
D.....	New Haven, Ct.
HUNT.....	New York.
MILLER.....	New York.
W. CHAPIN.....	Springfield, Mass.
NEST.....	New York.
ROBINSON.....	Hartford, Ct.
WBRIDGE.....	New Haven, Ct.
HEELER.....	Bridgeport, Ct.
D.....	Hartford, Ct.
SHELL.....	New York.
WATROUS.....	New Haven, Ct.
NDERBILT.....	New York.

O. BISHOP.....	President.
REED.....	Vice-President.
BURROUGHS.....	Treasurer.
SANFORD.....	Secretary.
SEYMOUR.....	Engineer.
REID.....	General Superintendent.

ions intended for this company should be addressed, Fourth avenue and street, New York city, Grand Central Depot.

igned have caused the foregoing statements to be prepared by the and agents of this company, from the books and records, and have n as far as practicable, and believe them to be correct.

(Signed) WM. A. BURROUGHS, *Treasurer.*  
E. M. REED, *General Superintendent.*



(No. 124.)

## NEW YORK AND OSWEGO MIDLAND.

STATE OF NEW YORK, }  
*City and County of New York,* } ss.:

JOHN G. STEVENS, being duly sworn deposes and says, that he is one of the Receivers of the New York and Oswego Midland Railroad, appointed under an order of the United States Circuit Court for the Southern District of New York, on the 18th of November, 1873, and is General Manager of said road; that he has caused statements in the annexed report to be prepared from the books and records of New York and Oswego Midland Railroad Company, and from the books and records of John G. Stevens and Abram S. Hewitt, Receivers of said road, which statements have been signed by him, at the end thereof, and that the said statements are true according to the best of his knowledge, information, and belief.

(Signed) J. G. STEVENS

Subscribed and sworn to before me, }  
 this 26th day of November, 1878. }

WILLIAM C. GULLIVER,

*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$10,000,000
Amount of stock subscribed .....	7,707,500
Amount paid in, as by last report .....	6,800,525
Total amount now paid in of capital stock .....	6,800,525
Funded debt, as by last report .....	16,073,500
Total amount now of funded debt .....	16,073,500
Floating debt, as by last report .....	6,513,553
The amount now of floating debt .....	6,513,018
Total amount now of funded and floating debt .....	22,586,518
Average rate, per annum, of interest on funded debt .....	7 per cent

The portion of this road known as the "Western Extension" has been sold under foreclosure, and is now owned by the Ithaca, Auburn and Western Railway Company, and is included in their report. The mileage of that portion is omitted from this report; but the item, "cost of road and equipment," still includes all expenditures made on that account by the company or Receivers.

The reorganization of the company, after a sale in the existing foreclosure proceedings, will render a restatement of cost of road and equipment necessary.

It has, therefore, been deemed best by the Receiver to report according to the books of the company until the sale occurs, as any deduction on account of the portion sold would be merely approximate, there being no record from which the exact figures can be given.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
and masonry .....	\$12,639,998 80	\$12,653,797 74
.....	338,210 78	555,688 08
including iron .....	6,000,097 73	6,004,410 35
and freight stations, buildings and .....	498,654 90	504,473 05
car houses, machine shops, machin- .....	333,684 54	336,022 30
ures .....	1,581,651 94	1,582,824 01
images, and fences .....	1,639,556 75	1,639,556 75
and fixtures, and snow plows .....	549,406 98	549,406 98
baggage cars .....	1,871,467 80	1,875,861 10
other cars .....	561,290 06	561,290 06
and agencies .....	70,373 76	70,373 76
aph. ....		
of road and equipment.....	\$26,284,394 04	\$26,333,704 18

## CHARACTERISTICS OF ROAD.

.....	249 miles.
l in this State.....	249 "
laid .....	249 "
laid in this State .....	249 "
ble track, including sidings.....	40 "
nches owned by the company, laid .....	95 "
ble track laid on same .....	6 "
per yard, on main track.....	56 and 57 lbs.
ngine-houses and shops.....	14
gines.....	79
st-class passenger cars.....	35
ggage, mail, and express cars.....	24
ight cars, including coal cars .....	1,404
ervice cars.....	25
n line of road from Oswego to Middletown .....	249 miles.

## STATISTICS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

les run by passengers trains .....	4,879
les run by mixed trains.....	352,977
les run by freight trains .....	69,563
les run by working and switching engines .....	77,973
ssengers (all classes) carried in cars .....	261,497
les traveled by passengers, or number of passengers .....	5,579,976
mile.....	212,541
as of 2,000 pounds, of freight carried in cars.....	12,701,830
nt of freight, or number of tons carried one mile.....	
of speed adopted by ordinary passenger trains, includ- .....	15
iles per hour) .....	25
of same when in motion .....	12
of speed adopted by freight trains, including stops....	15
of same when in motion .....	
ht, in tons, of passenger trains, exclusive of passengers .....	75
ht, in tons, of freight trains, exclusive of freight .....	100

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	4
Of animals .....	2
Of vegetable food .....	1
Other agricultural products .....	1
Manufactures .....	2
Merchandise .....	6
Coal .....	
Other articles .....	
Total .....	21

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES  
MILE, AS FOLLOWS:

For first-class through passengers ....	3
For first-class way passengers .....	3
For average passengers .....	2.37

## EXPENSES.

## RAILROAD REPORT.

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MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$124,833 90	\$49,933 56	\$74,900 34
Cost of iron used in repairs.....	7,382 44	2,952 98	4,429 46
Repairs of buildings.....	1,562 30	624 92	937 38
Repairs of fences and gates.....	825 57	330 23	495 34
Taxes on real estate.....	32,205 65	12,882 26	19,323 39
Totals.....	\$166,809 86	\$66,723 95	\$100,085 91
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$18,111 03	\$7,244 41	\$10,866 62
Repairs of passenger and baggage cars.....	12,235 72	12,235 72	.....
Repairs of freight cars.....	31,194 31	.....	31,194 31
Repairs of tools and machinery in shops.....	3,297 97	1,319 19	1,978 78
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	8,239 92	3,295 97	4,943 95
Totals.....	\$73,078 95	\$24,095 29	\$48,983 66



## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$18,038 52	\$7,213 41	\$10,820 11
Agents and clerks .....	39,824 66	15,920 86	23,894 80
Labor: loading and unloading freight. ....	9,401 38	.....	9,401 38
Porters, watchmen, and switchtenders. ....	2,422 80	969 12	1,453 68
Wood and water station attendance .....	4,840 37	1,936 15	2,904 22
Conductors, baggage and brakemen. ....	34,884 58	13,953 83	20,930 75
Enginemen and firemen. ....	28,024 67	11,209 87	16,814 80
Fuel: cost and labor of preparing for use .....	53,129 08	20,851 63	31,277 45
Oil and waste for engines and tenders .....	1,600 62	640 25	960 37
Oil and waste for freight cars. ....	3,069 07	1,227 63	1,841 44
Oil and waste for passenger and baggage cars. ....	1,054 48	.....	1,054 48
Loss and damage of goods and baggage. ....	362 33	362 33	.....
Damage for injuries of persons. ....	18,341 49	7,386 60	11,004 89
General superintendence. ....	45,175 00	18,070 00	27,105 00
Contingencies .....	7,305 33	2,922 13	4,383 20
Expenses operating telegraph .....			
Totals .....	\$266,469 38	\$102,622 81	\$163,846 57

## RAILROAD REPORT.

407

## SUBDIVISION OF CONTINGENCIES.

## transportation:

.....	\$4,439 29
.....	3,300 00
nd overcharges .....	9,898 04
.....	492 00
.....	3,262 07
.....	219 67
nts .....	4,975 00
.....	1,170 52

## er:

.....	730 86
urniture and fixtures. ....	27 26
nts .....	5,920 50

## ce of way:

ow and ice .....	1,498 25
------------------	----------

## enses:

.....	3,112 86
es .....	6,128 68
.....	\$45,175 00

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Amount.	ALLOTTED TO	
	Passenger transportation.	Freight transportation.
road-bed, etc. ....	\$66,723 95	\$100,085 91
achinery.....	24,095 29	48,983 66
.....	102,622 81	163,846 57
.....	\$193,442 05	\$312,916 14

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

s. ....	
ssengers .....	\$132,299 38
ight.....	371,850 36
er sources.....	55,870 66
.....	\$560,020 40

ssengers .....	\$132,299 38
ight.....	371,850 36
.....	\$18,259 11
.....	10,727 18
ce.....	11,330 09
.....	15,554 28
.....	55,870 66
.....	\$560,020 40



## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$506,31
For interest.....	2,31
To payments to surplus fund.....	51,31
Total.....	\$560,01

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 5.....	.....	.....	.....	1	.....	.....	.....	.....
October 10.....	.....	.....	.....	.....	1	.....	1	.....
October 22.....	.....	.....	.....	2	.....	.....	.....	.....
November 30.....	.....	.....	.....	1	.....	.....	.....	.....
December 12.....	.....	.....	1	.....	.....	.....	1	.....
1878.								
January 3.....	.....	.....	.....	1	.....	.....	.....	.....
February 20.....	.....	.....	.....	1	.....	.....	.....	.....
June 4.....	.....	.....	.....	1	.....	.....	.....	.....
June 12.....	.....	.....	.....	1	.....	.....	.....	.....
Total.....	.....	.....	1	8	1	.....	2	.....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, the name of such person, as follows:*

## 1877.

October 5. James Doyle, brakeman, attempting to get on a freight car of while in motion, missed his footing and fell; one wheel passing over his foot, crushing two of his toes, rendering it necessary to amputate them.

October 10. Italian found dead on track in Smith Hill cut; was run over.

October 22. M. Mitchell, brakeman, wrist broken while coupling cars at M Upton.

October 22. Lewis Worth, brakeman, hand caught and crushed between drawheads while coupling cars at Fulton.

November 30. Thomas Batie, brakeman, had his hand caught between the drawheads while coupling cars at Munnsville; crushed four of his fingers.

December 12. William Bradley, trackman, fell from scaffold car while working in Shawangunk tunnel, and was killed.

## 1878.

January 3. C. W. Frisbee, baggageman, fell from top of cars while going side track at Hamden; badly bruised between knee and hip.

February 20. E. S. St. John, brakeman, while coupling cars in yard at Sid was caught between cars; wrist slightly injured.

June 4. Hiram Cooper, brakeman, had his thumb smashed coupling cars at Fulton.

June 12. O. Carman, brakeman, while coupling cars in Ellenville yard had caught between drawheads and was slightly injured.



entions intended for this company should be addressed, JOHN G. ABRAM S. HEWITT, Receivers, No. 145 Broadway, New York.

signed has caused the foregoing statements to be prepared by the rs and agents of this company, from the books and records, and has em as far as practicable, and believes them to be correct.

(Signed) J. G. STEVENS, *Receiver.*

(No. 125.)

### NEW YORK QUICK TRANSIT.

OHIO, }  
County, } ss.:

B. STUART, President of the New York Quick Transit Railway Company, o, deposes and says, that the statements in the annexed report, which has y him, at the end thereof, are true and correct, according to the best of lge, information, and belief.

(Signed) CHARLES B. STUART.

and sworn to before me, }  
day of October, 1878. }

THOMAS EMERY,

*Notary Public in and for Cuyahoga Co., Ohio.*

#### STOCK AND DEBTS.

ck.....	\$500,000 00
stock subscribed.....	5,000 00
id in, as by last report.....	500 00
ant now paid in of capital stock.....	500 00

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
nt expended to this date.....	\$490 00	\$490 00

has been surveyed and located.

#### CHARACTERISTICS OF ROAD.

oad, as located.....	4½ miles.
main line of road from Harlem river to the Bronx river..	4½ "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

CHARLES B. STUART.....	Cleveland, Ohio.
QUINCY A. GILLMORE.....	New York City.
CHAS. J. GILLIS.....	New York City.
FRANCIS H. NASH.....	New York City.
EUGENE RING.....	New York City.
JOHN McDONALD.....	New York City.
CHAS. A. FULLER.....	New York City.
EARNEST HALL.....	New York City.
ALEXANDER LUDLOW.....	Brooklyn, N. Y.
JOHN S. MARCY.....	Riverhead, L. I.
CHAS. F. STUART.....	Cleveland, Ohio.
SAMUEL N. HAIGHT.....	Port Chester, N. Y.
NORMAN A. SMITH.....	Port Chester, N. Y.
CHARLES B. STUART.....	President, Cleveland, O.
EUGENE RING.....	Treasurer, New York City.
CHAS. A. FULLER.....	Secretary, New York City.
SAMUEL N. HAIGHT.....	Engineer, Port Chester, N. Y.

Communications intended for this company should be addressed, General CHARLES B. STUART, Cleveland, Ohio.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES B. STUART, *President*

(No. 126.)

## NEW YORK AND SEA BEACH.

STATE OF NEW YORK, }  
Kings County, } ss.:

SAMUEL J. MURPHY, Treasurer, and SAMUEL McELROY, acting Superintendent of the New York and Sea Beach Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report which has been signed by each of them, at the end thereof, are true and correct according to the best of his knowledge, information, and belief.

(Signed) S. J. MURPHY,  
SAMUEL McELROY

Subscribed and sworn to before me, }  
this 18th day of November, 1878. }

JOHN H. TAYLOR,  
*Notary Public.*



## RAILROAD REPORT.

411

## STOCK AND DEBTS.

Stock subscribed.....	\$100,000 00
Now paid in of capital stock.....	88,500 00
Now of floating debt.....	88,500 00
Now of funded and floating debt.....	70,500 00
	70,500 00

## COST OF ROAD AND EQUIPMENT.

Land and masonry.....	\$9,679 02
.....	12,099 95
....., including iron.....	27,000 33
..... freight stations, buildings and fixtures.....	46,378 51
..... r houses, machine shops, machinery and fixtures.....	4,353 45
..... images, and fences.....	21,520 35
..... and fixtures, and snow plows.....	12,355 00
..... baggage cars.....	11,508 35
..... other cars.....	1,065 63
..... and agencies.....	8,711 76
..... etc.....	5,464 65
Cost of road and equipment.....	\$160,137 00

## CHARACTERISTICS OF ROAD.

.....	6 miles.
..... in this State.....	6 "
..... laid.....	3.78 "
..... laid in this State.....	3.78 "
..... ble track, including sidings.....	0.63 "
..... per yard, on main track.....	56 pounds.
..... engine-houses and shops.....	1
..... engines.....	2
..... st-class passenger cars (rated as 8-wheel cars).....	8
..... eight cars.....	2
..... service cars.....	6
..... line of road from New York, Bay Ridge and Jamaica	
Coney Island.....	6 miles.
..... mpleted and not in operation.	

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

SMITH.....	Brooklyn.
C. BACKHOUSE.....	Brooklyn.
L. INMAN.....	New York.
HAW.....	New Jersey.
MCCORMACK.....	Brooklyn.
MURPHY.....	New York.
ATHROP.....	New York.
BACKHOUSE.....	President, Brooklyn.
MURPHY.....	Treasurer and Secretary.
EL McELROY.....	Engineer and Superintendent.

Communications intended for this company should be addressed, SAMUEL J. MURPHY, 100 Broadway, New York.



The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believe them to be correct.

(Signed) S. J. MURPHY, *Secretary and Treasurer.*  
SAMUEL McELROY, *Chief Engineer and Su*

(No. 127.)

### NEW YORK UNDERGROUND RAILWAY EXTENSION.

STATE OF NEW YORK, }  
New York County, } ss.:

OLIVER W. BARNES, President and acting Superintendent of operations of the York Underground Railway Extension Company, being sworn, deposes and that the statements in the annexed report, which has been signed by him, at th thereof, are true and correct, according to the best of his knowledge, inform and belief.

(Signed) OLIVER W. BARN

Subscribed and sworn to before me, }  
this 4th day of November, 1878. }

J. F. WALLER,

*Notary Public, No. 52, New York County.*

#### STOCK AND DEBTS.

Capital stock.....	\$10,000,0
Amount of stock subscribed.....	5,0
Amount paid in, as by last report.....	5
Total amount now paid in of capital stock.....	5

#### CHARACTERISTICS OF ROAD.

Length of road.....	5
Length of road in this State.....	5
Length of main line of road from Harlem river to Yonkers.....	5

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

OLIVER W. BARNES .....	New York
HENRY S. CRANE.....	Yonkers.
WILLIS A. BARNES .....	New York
ROBERT I. S. WHITE .....	New York
HENRY S. FOOTE .....	New York
HUGH L. COLE.....	New York
N. MURRAY.....	New York
BENJAMIN F. HAM .....	New York
COURTNEY SCHENCK.....	New York
HENRY H. CASEY.....	New York
VEDDER VAN DYCK .....	New York
A. G. DARWIN.....	New York
ALEXANDER McDONALD.....	New York

OLIVER W. BARNES ..... President and Superintendent.  
WILLIS A. BARNES ..... Treasurer.

ations intended for this company should be addressed, OLIVER W.  
12 Wall street, New York.

signed has caused the foregoing statements to be prepared by the  
ers and agents of this company, from the books and records, and has  
em as far as practicable, and believes them to be correct.

(Signed) OLIVER W. BARNES, *President.*

(No. 128.)

NEW YORK, WESTCHESTER AND BOSTON.

NEW YORK, }  
rk County, } ss.:

VER, Receiver, and JOHN VAN NEST, Vice-President and acting Superin-  
perations of the New York, Westchester and Boston Railroad Company,  
ally sworn, each for himself, deposes and says, that the statements in the  
ort, which has been signed by each of them, at the end thereof, are true  
according to the best of his knowledge, information, and belief.

(Signed) WM. A. SEAVER,  
JOHN VAN NEST.

and sworn to before me, }  
ay of December, 1878. }

HENRY C. ANDREWS,  
*Notary Public (71), New York County.*

STOCK AND DEBTS.

.....	\$1,000,000 00
stock subscribed .....	233,300 00
l in, as by last report.....	57,530 00
t now paid in of capital stock .....	57,530 00
ot, as by last report. ....	232,762 30
now of floating debt.....	232,762 30
t now of funded and floating debt.....	232,762 30

f stock has been made since last report.

has not increased, except as interest may have accrued on the floating  
enses incurred by the Receiver.

action has been done since last report. The Receiver has merely pre-  
roperty.

igation concerning the amount of stock subscribed. There is also liti-  
rning the relations of the company to the New York and Croton River,  
rk and Croton River Extension, and the Pelham and Port Chester Rail-  
ries, the accounts of all of which companies are included in the accounts  
any.

favorable prospect of an early adjustment of the pending litigation and  
of all these lines.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present
For graduation and masonry .....	\$54,083 35	\$54,
Land, land damages, and fences .....	168,161 44	168,
Engineering and agencies .....	67,819 61	67,
Total cost of road and equipment.....	\$290,064 40	\$290,

## CHARACTERISTICS OF ROAD.

Length of road.....	21.50
Length of road in this State.....	21.50
Length of main line of road from Harlem river to Port Chester .....	21.50

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN VAN NEST .....	New York Cit
JAMES D. HODGSKIN .....	New York Cit
ALLAN HAY.....	New York Cit
C. D. VAN WAGENEN .....	New York Cit
A. HEGEWISH.....	New York Cit
E. OTTEN .....	New York Cit
R. E. O'BRIEN .....	New York Cit
C. F. JAWRIET.....	New York Cit
JOHN BROOKS .....	New York Cit
ALVIN HIGGINS.....	New York Cit

JOHN VAN NEST ..... Vice-President.

JAMES B. HODGSKIN..... Treasurer.

Communications intended for this company should be addressed, JOHN VAN NEST, No. 59 William street, New York city.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believe them to be correct.

(Signed) W. A. SEAVER, *Receiver.*JOHN VAN NEST, *Vice-President.*

(No. 129.)

## NEW YORK, WESTCHESTER AND PUTNAM.

NEW YORK, January 9, 187  
No. 3 Broad street.

E. D. SMALLEY, Esq., *Deputy State Engineer, Albany, N. Y.:*

DEAR SIR—The New York, Westchester and Putnam Railroad Company organized to take title to the property of the New York Boston Railroad, forced and has leased its entire property to the New York City and Northern Railroad Company, in perpetuity.

Very respectfully yours,

C. GODDARD, *Secretary N. Y. C. and N. R. R.*



(No. 130.)

## NEW YORK, WEST SHORE AND CHICAGO.

NEW YORK, }  
City and County, } ss.:

J. M. COURTENAY, President of the New York, West Shore and Chicago Railway, being sworn, deposes and says, that the statements in the annexed report have been signed by him, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) J. M. COURTENAY.

and sworn to before me, }  
this 1st day of December, 1878. }

CHAS. T. MORSE,

Notary Public, New York County.

## STOCK AND DEBTS.

Stock subscribed.....	\$10,000,000 00
in, as by last report.....	451,000 00
now paid in of capital stock.....	45,100 00
as by last report.....	5,019,240 12
now of funded debt.....	5,050,000 00
as by last report.....	302,120 50
per annum, of interest on funded debt.....	7 per cent.

give the amount of the present floating debt, as we have no statement from the Receiver or his attorneys as to the amount of cost and expenses of the foreclosures, etc., to this date.

On the 1st day of May, 1875, a bill in equity was filed in the United States Court for the Southern District of New York, by a bondholder, to foreclose the mortgage on the rights, property, and franchises of this railroad company, and Livingston, New York, was appointed Receiver. A decree was entered on the 1st day of May, 1878. The sale was advertised by Commissioner John A. Livingston, made on the 27th day of September, but was adjourned to the 28th day of September, and again adjourned to the 9th day of December, 1878, at the request of the bondholders, and is now adjourned to the 7th day of February, 1879.

	By last report.	By present report.
Land and masonry.....	\$173,478 51	\$173,478 51
do, including iron.....	14,152 46	14,152 46
Buildings, and fences.....	613,723 00	613,723 00
and agencies.....	338,969 78	338,969 78
Cost of road and equipment.....	\$1,140,323 75	\$1,140,323 75

There has been expended by this company, in addition, on the New Jersey division of this road, for right of way, depot grounds and dock, at the eastern terminus and for road complete and part constructed, the sum of \$3,389,196.38.

## CHARACTERISTICS OF ROAD.

Length of road.....	424.84 m
Length of road in this State.....	406.53
Length of road laid.....	2.50
Length of road laid in this State.....	.50
Weight of rail, per yard, on main track.....	60 pounds
Length of main line of road from Hoboken, N. J., to Buffalo, N. Y..	424.84 m

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN M. COURTENAY.....	Cornwall, N. Y.
JAMES A. BELL.....	Dexter, N. Y.
WILLIAM BOND.....	New York.
E. BOWDINOT COLT.....	New Jersey.
LEONARD T. GUTHRIE.....	New York.
A. W. GREENLEAF.....	New York.
JOHN J. COOK.....	New York.
D. P. PATTERSON.....	Hillsdale, N. J.
ROBERT RENNIE.....	Lodi, N. Y.
W. M. RICHARDS.....	New York.
I. O. STEVENS.....	Dunellen, N. J.
J. C. WYMAN.....	New York.
E. R. WIGGIN.....	Boston, Mass.
J. M. COURTENAY.....	President, Cornwall, N. Y.
L. T. GUTHRIE.....	Treasurer, New York City.
L. M. GUTHRIE.....	Secretary, Kansas City, Mo.
CHAS. B. STEWART.....	Engineer, Cleveland, Ohio.

Communications intended for this company should be addressed, J. M. COURTENAY, President, No. 21 Courtlandt street, New York city.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believes them to be correct.

(Signed) J. M. COURTENAY, *President*



(No. 131.)

## NEW YORK, WOODHAVEN AND ROCKAWAY.

NEW YORK, }  
 City of New York, } ss.:

DANIEL D. CONOVER, President, and JULIUS F. CHESEBROUGH, Secretary of the New  
 York, Woodhaven and Rockaway Railroad Company, being severally sworn, each  
 deposes and says, that the statements in the annexed report, which has  
 been made by each of them, at the end thereof, are true and correct, according to  
 their knowledge, information, and belief.

(Signed) DANIEL D. CONOVER,  
 JULIUS F. CHESEBROUGH.

and sworn to before me, }  
 of December, 1878. }

JOHN E. PHELPS,

Notary Public, Kings County, N. Y.

## STOCK AND DEBTS.

as by charter .....	\$600,000 00
stock subscribed .....	28,000 00
and, as by last report .....	1,860 00
now paid in of capital stock .....	2,660 00

## CHARACTERISTICS OF ROAD.

in line of road from Long Island City to Rockaway	15 miles.
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

D. CONOVER.....	New York City.
AN NORT.....	New York City.
ELLY.....	New York City.
CONOVER.....	New York City.
ELIGH.....	New York City.
BES.....	New York City.
V. CONOVER.....	New York City.
STEWART.....	New York City.
CHESEBROUGH.....	New York City.
PHELPS.....	White Plains.
ANE.....	Brooklyn, L. I.
AKLEY.....	Jamaica, L. I.
FORD.....	Springfield, L. I.

D. CONOVER.....	President.
F. CHESEBROUGH.....	Treasurer and Secretary.
C. LANE.....	Engineer.

Persons intended for this company should be addressed to the under-  
 rock city.



The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believe them to be correct.

(Signed) DANIEL D. CONOVER, *President*.  
JULIUS F. CHESEBROUGH, *Secretary*.

(No. 132.)

### NIAGARA BRIDGE AND CANANDAIGUA.

STATE OF NEW YORK, }  
City and County of New York, } ss.:

HUBBARD HENDRICKSON, Secretary of the Niagara Bridge and Canandaigua Road Company, being duly sworn, deposes and says, that the statements annexed report, which has been signed by him, at the end thereof, are true and correct to the best of his knowledge, information, and belief.

(Signed) HUBBARD HENDRICKSON

Subscribed and sworn to before me, }  
this 16th day of January, 1879. }

WM. A. HAGGERTY,  
*Notary Public* (140), *New York County*.

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,
Amount of stock subscribed.....	1,000,
Amount paid in, as by last report.....	1,000,
Total amount now paid in of capital stock.....	1,000,

The Canandaigua and Niagara Falls Railroad Company was a corporation incorporated under the general railroad act of 1850, articles filed May 18, 1851. The company constructed a railroad from Canandaigua to Suspension Bridge, and gaged its property, corporate franchises, etc., to secure the issue of certain bonds. This mortgage was subsequently foreclosed, and the mortgaged property purchased by James M. Brown, Charles Congdon, and Robert B. Potter, who, subsequently associated other parties with them, and formed this corporation, the articles of incorporation of which were filed August 25, 1858. To this company these goods were subsequently conveyed the property.

The line was then leased by this company to the New York Central Railroad Company, for the term of this company's charter, under provisions by which the railway shareholders of this company collect their proportion of the rental belonging to their shares directly from the Central Company, so that no payment for rental has been made by the Central Company to this company.

HUBBARD HENDRICKSON,  
*Secretary Niagara Bridge and Canandaigua R. R. Co.*  
No. 69 Wall street, New York

NOTE.—Rental received from New York Central and Hudson River Railroad Company, \$60,000, being six per centum the capital stock.

*State Engineer and Surveyor*

(No. 133.)

## NIAGARA FALLS BRANCH.

NEW YORK, }  
County, } ss.:

MASSEY, President of the Niagara Falls Branch Railroad Company, deposes and says, that the statements in the annexed report, which has been made by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) MARCELLUS MASSEY.

and sworn to before me, }  
this 10th day of November, 1878. }

LUDWIG R. MILLER,

*Notary Public.*

## STOCK AND DEBTS.

Capital stock subscribed .....	\$250,000 00
Do, as by last report .....	14,000 00
Now paid in of capital stock .....	1,400 00
	<u>1,000 00</u>

been done toward construction.

## CHARACTERISTICS OF ROAD.

Length of road .....	8 miles.
Length in this State .....	8 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

MASSEY .....	Brooklyn, N. Y.
.....	Brooklyn, N. Y.
.....	New York City.
.....	New York City.
.....	New York City.
.....	New York City.
.....	New York City.
.....	New York City.
.....	New York City.
.....	Newark, N. J.

MARCELLUS MASSEY..... President.

..... Secretary and Treasurer.

Communications intended for this company should be addressed, MARCELLUS MASSEY, 65 Exchange place, New York.

The undersigned has caused the foregoing statements to be prepared by the directors and agents of this company, from the books and records, and has verified them as far as practicable, and believes them to be correct.

(Signed) MARCELLUS MASSEY, *President.*



(No. 134.)

## NORTHERN OF NEW JERSEY.

STATE OF NEW YORK, }  
County, } ss.:

J. HULL BROWNING, President, and O. A. ROORBACH, Treasurer and acting  
intendant of operations of the Northern Railroad Company of New Jersey,  
severally sworn, each for himself deposes and says, that the statement  
annexed report, which has been signed by each of them, at the end of the  
true and correct, according to the best of his knowledge, information, and

(Signed) J. HULL BROWNING  
O. A. ROORBACH

Subscribed and sworn to before me, }  
this 26th day of November, 1878. }

HANSEN H. SMITH,  
Notary Public, New York County.

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$1,000,000
Total amount of capital stock issued.....	1,000,000
Funded debt, as by last report.....	400,000
Total amount now of funded debt.....	400,000
Total amount now of funded and floating debt.....	400,000
Average rate, per annum, of interest on funded debt.....	7

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	\$527,451 82	\$527,451 82

## CHARACTERISTICS OF ROAD.

Length of road.....	21.1
Length of road in this State.....	21.1
Length of road laid.....	21.1
Length of road laid in this State.....	21.1
Length of double track, including sidings.....	3.1
Weight of rail, per yard, on main track.....	56
Length of main line of road from Sparkill, N. Y., to Bergen Junction, N. J.....	21.1

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers.....	\$18,000
From freight.....	4,000
From other sources.....	2,000
Total.....	\$24,000

\* NOTE.—Gross earnings of the Northern of New Jersey and of the Nyack and  
Railroads.

Stats Engineer and S



engines .....	\$186,383 42
light .....	45,749 46
.....	\$700 00
.....	1,397 22
.....	16 52
	<hr/> 2,113 74
	<hr/> \$234,246 62

## OTHER THAN FOR CONSTRUCTION.

ortation expenses .....	*\$186,943 26
it .....	28,000 00
ats to surplus fund .....	19,303 36
	<hr/> \$234,246 62
amount of surplus fund .....	<hr/> \$35,570 77

figures include the earnings and expenses of the Nyack and Northern which is leased by this company; and as both are operated by the New York and Western Railroad Company, under contract, the undersigned submit annual report of that company for a statement of the number of passengers, freight carried, miles run, expenses, repairs, accidents and incidents of the year, as the details are not in this office.

O. A. ROORBACH, *Secretary.*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

BROWNING .....	Tenafly, N. J.
L. BROWNING .....	Crosskill, N. Y.
MARQUAND .....	New York City.
OVEN .....	Elmira, N. Y.
ARRISKIE .....	Jersey City, N. J.
A. HARDENBURGH .....	Jersey City, N. J.
USSON .....	Tenafly, N. J.
McCULLOCH .....	Englewood, N. J.
ROORBACH .....	New York City.

L. BROWNING..... President.

ROORBACH..... Vice-President, Treasurer, and Secretary.

Communications intended for this company should be addressed, O. A. ROORBACH, 197 Reade street, New York city.

The undersigned have caused the foregoing statements to be prepared by the company and agents of this company, from the books and records, and have examined the same as far as practicable, and believe them to be correct.

(Signed) J. HULL BROWNING, *President.*

O. A. ROORBACH, *Treasurer and Secretary.*

The percentage of receipts paid to the New York, Lake Erie and Western Railroad Company for operating this road; also the rental (interest on bonds) of the Nyack and Northern, and the expense of maintaining the organization.

*State Engineer and Surveyor.*

(No. 135.)

## NYACK AND NORTHERN.

STATE OF NEW YORK, ss. :

ELIAS H. SISSON, President, and ORVILLE A. ROORBACH, Treasurer of the  
and Northern Railroad Company, being severally sworn, each for himself  
and says, that the statements in the annexed report, which has been signed  
each of them, at the end thereof, are true and correct, according to the best  
knowledge, information, and belief.

(Signed)

E. H. SISSON,  
O. A. ROORBA

Subscribed and sworn to before me, }  
this 26th day of November, 1878. }

HANSEN H. SMITH,  
Notary Public, New York County.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$75,
Amount of stock subscribed .....	70,
Amount paid in, as by last report. ....	78,
Total amount now paid in of capital stock .....	78,
Funded debt, as by last report .....	157,
Total amount now of funded debt. ....	157,
Total amount now of funded and floating debt. ....	157,
Average rate, per annum, of interest on funded debt. ....	7 pe

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present
For graduation and masonry .....	\$77,513 04	\$77,
Superstructure, including iron .....	92,148 19	92,
Passenger and freight stations, buildings and fixtures .....	15,231 45	15,
Land, land damages, and fences .....	41,208 84	41,
Engineering and agencies .....	10,140 72	10,
Total cost of road and equipment .....	\$236,242 24	\$236,

## CHARACTERISTICS OF ROAD.

Length of road .....	4.33
Length of road in this State .....	4.33
Length of road laid .....	4.33
Length of road laid in this State .....	4.33
Length of double track, including sidings. ....	.51
Weight of rail per yard on main track .....	56 p
Length of main line of road from Nyack, N. Y. to Sparkill, N. Y. ....	4.33



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Other sources.....	\$11,025 00
.....	\$11,025 00
OTHER THAN FOR CONSTRUCTION.	
.....	\$11,025 00

is leased to the Northern Railroad Company of New Jersey, and the  
refers to the annual report of that company for a statement of the  
expenses.

O. A. ROORBACH, *Secretary.*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

SISSON.....	Tenafly, N. J.
LL BROWNING.....	Tenafly, N. J.
A. HARDENBERGE.....	Jersey City, N. J.
ZARRISKIE.....	Jersey City, N. J.
ER S. DIVEN.....	Elmira, N. Y.
A. SHEPARD.....	Nyack, N. Y.
A. ROORBACH.....	New York.

S H. SISSON..... President.

LE A. ROORBACH..... Treasurer and Secretary.

ations intended for this company should be addressed, O. A. ROORBACH,  
o. 197 Reade Street, New York city.

signed have caused the foregoing statements to be prepared by the  
s and agents of this company, from the books and records, and have  
m as far as practicable, and believe them to be correct.

(Signed) E. H. SISSON, *President.*  
O. A. ROORBACH, *Secretary.*

(No. 136.)

## OCEAN PALACE ELEVATED.

NEW YORK, }  
k County, } ss.:

JOHNSON, President of the Ocean Palace Elevated Railroad Company,  
for himself deposes and says, that the statements in the annexed  
has been signed by him, at the end thereof, are true and correct,  
the best of his knowledge, information, and belief.

(Signed) ALBERT F. JOHNSON.

and sworn to before me, }  
y of December, 1878. }

GEORGE R. CARRINGTON,

*Notary Public, New York County.*



## STOCK AND DEBTS.

Capital stock, as by charter .....	\$300,000 00
Amount of stock subscribed .....	46,600 00
Amount paid in, as by last report .....	600 00
Total amount now paid in of capital stock .....	635 00

## CHARACTERISTICS OF ROAD.

Length of road .....	6 miles.
Length of main line of road from Coney Island Point to Sheepshead Bay .....	4.25 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JAMES SUTHERLAND .....	Parkville, L. I.
ALBERT F. JOHNSON .....	Parkville, L. I.
F. B. JOHNSON .....	Parkville, L. I.
R. F. CLAYTON .....	Brooklyn, N. Y.
ROBERT WILSON .....	Brooklyn, N. Y.
THOMAS MEGHAN .....	Brooklyn, N. Y.
R. H. TIGHE .....	Brooklyn, N. Y.
H. W. CLAYTON .....	North Derry, Vt.
JEROME BOREMAN .....	Parkville, L. I.
GUSTAVUS DREW .....	Brooklyn, N. Y.
S. C. HALL .....	Parkville, L. I.
JOHN C. WALKER .....	Brooklyn, N. Y.
BAYARD MILLER .....	Brooklyn, N. Y.

A. F. JOHNSON .....	President, Parkville, L. I.
R. F. CLAYTON .....	Treasurer, Brooklyn, N. Y.
ROBERT WILSON .....	Secretary, Brooklyn, N. Y.

Communications intended for this company should be addressed, A. F. JOHNSON, Parkville, L. I., Kings county.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) ALBERT F. JOHNSON, *President.*

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(No. 137.)

## OGDENSBURGH AND LAKE CHAMPLAIN.

STATE OF NEW YORK, }  
*St. Lawrence County,* } ss.:

WILLIAM J. AVERILL, President pro tem., and WM. W. HUNGERFORD, acting Superintendent of operations of the Ogdensburgh and Lake Champlain Railroad Com-

severally sworn, each for himself deposes and says, that the statements  
ed report, which has been signed by each of them, at the end thereof,  
correct, according to the best of his knowledge, information, and belief.

(Signed) WM. J. AVERILL,  
W. W. HUNGERFORD.

and sworn to before me, }  
y of November, 1878. }

LEVI HASBROUCK,  
*Notary Public.*

## STOCK AND DEBTS.

, as by charter.....	\$3,077,000 00
stock subscribed.....	3,077,000 00
in, as by last report.....	5,077,000 00
t now paid in of capital stock.....	5,077,000 00
, as by last report .....	950,000 00
t now of funded debt*.....	994,000 00
t, as by last report.....	148,333 34
now of floating debt.....	267,202 37
t now of funded and floating debt .....	1,261,202 37
t, per annum, of interest on funded debt. ....	7.12 per cent.

nt of stock paid in as by last report, includes \$2,000,000 of preferred  
from the State Engineer's office, dated Albany, N. Y., October 25, 1878,  
r debt consists of all liabilities except the funded debt. Our floating  
of:

.....	\$224,380 80
.....	4,014 00
.....	5,819 31
ouchers unpaid.....	24,119 20
account, cars burned.....	650 00
lends and coupons.....	8,219 06
.....	<u>\$267,202 37</u>

d debt is increased as follows :

	Last year.	This year.
e bonds .....	\$56,000 00	\$446,000 00
nds.....	500,000 00	156,000 00
bonds .....	394,000 00	392,000 00
	<u>\$950,000 00</u>	<u>\$994,000 00</u>
		950,000 00
		<u>\$44,000 00</u>



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$1,862,822 87	\$1,823,549
For bridges.....	180,420 07	176,286
Superstructure, including iron.....	1,126,356 26	1,103,619
Passenger and freight stations, buildings and fixtures.....	426,292 96	418,024
Engine and car-houses, machine shops, machinery and fixtures.....	117,333 09	115,266
Land, land damages, and fences.....	141,393 72	139,326
Locomotives and fixtures, and snow plows.....	427,481 33	419,213
Passenger and baggage cars.....	1,179,335 97	1,152,430
Freight and other cars.....	129,704 68	127,637
Engineering and agencies.....	205,779 92	201,645
Elevator building.....		
Total cost of road and equipment.....	\$5,796,920 87	*\$5,677,000

## CHARACTERISTICS OF ROAD.

Length of road.....	118 mi
Length of road in this State.....	118 "
Length of road laid.....	118 "
Length of road laid in this State.....	118 "
Length of double track, including sidings.....	18 "
Weight of rail, per yard, on main track.....	60 pounds
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of second-class and emigrant passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars.....	
Number of service cars.....	
Length of main line of road from Ogdensburgh to Rouse's Point.....	118 mi

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	154,
Number of miles run by freight trains.....	307,
Number of passengers (all classes) carried in cars.....	115,
Number of miles traveled by passengers, or number of passengers carried one mile.....	3,369,
Number of tons, of 2,000 pounds, of freight carried in cars.....	269,
Total movement of freight, or number of tons carried one mile.....	24,534,

## Cost of road consists as follows:

Common stock.....	\$3,077,000 00
First issue of preferred stock to cancel first mortgage.....	1,500,000 00
Disbursements of second issue preferred stock.....	500,000 00
Equipment bonds.....	500,000 00
Cost of obtaining possession, and extraordinary expenses.....	100,000 00

Total as per ledger..... \$5,677,000 00

\* NOTE.—Not correct in last report.

State Engineer and Surveyor



of speed adopted by ordinary passenger trains, including miles per hour) .....	26.2
d of same when in motion .....	31
of speed adopted by express trains, including stops...	28.9
d of same when in motion .....	33
of speed adopted by freight trains, including stops....	10
d of same when in motion .....	13 to 15
ght, in tons, of passenger trains, exclusive of passengers	
ge.....	75
ght, in tons, of freight trains, exclusive of freight.....	200

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

cts of the forest .....	74,339
.....	11,112
food.....	24,045
tural products .....	91,162
s.....	15,944
.....	32,338
s, including iron ore .....	20,908
.....	269,843

FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

s through passengers .....	1½ to 3 cents.
s way passengers .....	3¼ to 4 "
lass through passengers .....	1½ to 3 "
t through passengers .....	1½ to 3 "

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$69,500 31	\$13,205 06	\$56,295 25
Repairs of bridges. ....	5,375 44	1,021 33	4,354 11
Repairs of docks. ....	6,352 17	1,206 91	5,145 26
Insurance. ....	7,916 16	1,504 07	6,412 09
Cost of iron used in repairs:			
Allotted to passenger transportation:			
Length in feet. ....	25,120		
Weight in pounds. ....	470,331		
Allotted to freight transportation:			
Length in feet. ....	107,091		
Weight in pounds. ....	2,005,093		
Repairs of buildings. ....	11,177 99	2,123 82	9,054 17
Repairs of fences and gates. ....	1,412 96	268 46	1,144 50
Taxes on real estate. ....	27,745 17	5,271 58	22,473 59
Totals. ....	\$158,119 42	\$30,042 68	\$128,076 74
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$16,509 62	\$3,136 83	\$13,372 79
Repairs of passenger and baggage cars. ....	10,697 20	10,697 20	.....
Repairs of freight cars. ....	35,472 08	.....	35,472 08
Repairs of tools and machinery in shops. ....	1,917 30	364 29	1,553 01
Incidental expenses, including oil, fuel, clerks, watchman, etc., about shops. ....	838 56	159 33	679 23
Totals. ....	\$65,434 76	\$14,357 65	\$51,077 11



## RAILROAD REPORT.

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	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$4,184 12	\$794 98	\$3,389 14
Agents and clerks ....	38,378 41	7,291 90	31,086 51
Labor: loading and unloading freight . . . . .	7,203 47	.....	7,203 47
Porters, watchmen, and switchtenders. ....	7,547 14	1,433 96	6,113 18
Wood and water station attendance. ....	1,409 23	267 75	1,141 48
Conductors, baggage and brakemen. ....	22,797 65	4,331 55	18,466 10
Enginemen and firemen. ....	20,309 61	3,858 83	16,450 78
Fuel: cost and labor of preparing for use. ....	36,063 56	6,852 08	29,211 48
Oil and waste for engines and tenders. ....	2,230 20	423 74	1,806 46
Oil and waste for freight cars. ....	1,734 58	.....	1,734 58
Oil and waste for passenger and baggage cars. ....	675 86	675 86	.....
Loss and damage of goods and baggage. ....	140 11	26 62	113 49
Damage to property, including damages by fire and cattle killed on road. ....	253 50	48 16	205 34
General superintendence. ....	11,255 09	2,138 47	9,116 62
Contingencies. ....	20,607 65	3,915 45	16,692 20
Totals. ....	\$174,790 18	\$32,059 35	\$142,730 83



## SUBDIVISION OF CONTINGENCIES.

Traveling expenses.....	\$4,024
Compensation to J. C. Pratt .....	1,141
Detectives.....	58
Gas bills.....	46
Advertising.....	24
Incidentals.....	47
Rent, etc., of telegraph wire (and operators).....	1,59
Cost of running the grain elevator.....	7,05
Rent, etc., of Boston office.....	2,00
Rent, etc., of Norwood station.....	21
Law fees.....	2,10
Western agency, H. W. Pratt.....	25
Ice.....	43
<b>Total .....</b>	<b>\$20,60</b>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$158,119 42	\$30,042 68	\$128,07
Repairs of machinery .....	65,434 76	14,357 65	51,07
Operating.....	174,790 18	32,059 35	142,73
<b>Totals. ....</b>	<b>\$398,344 36</b>	<b>\$76,459 68</b>	<b>\$321,88</b>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$98,25
From freight.....	353,66
From other sources.....	90,74
<b>Total .....</b>	<b>\$542,66</b>

## 2d. RECEIPTS.

From passengers.....	\$98,25
From freight.....	353,66
Use of cars.....	\$41,700 55
Elevating.....	22,883 78
U. S. mail.....	9,872 65
Express.....	5,000 00
Rents.....	11,289 27
<b>Total .....</b>	<b>\$542,66</b>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$398,34
For interest.....	82,90
For dividends on stock—amount and rate per cent, 8 per cent..	160,00
<b>Total .....</b>	<b>\$641,24</b>
<b>Total amount of surplus fund.....</b>	<b>\$20,87</b>

## ACCIDENTS.

	Injured.
1878 .....	1

is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and of such person, as follows:

1. Freight brakeman P. Driscoll, fell from No. 10 train, coming into yard, and was considerably injured about the head and face. He left the company after the accident; but has recovered from the injuries

ger has received any injury during the year.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

J. AVERILL .....	Ogdensburgh, N. Y.
INCY ADAMS .....	Boston, Mass.
ANDREWS .....	Malone, N. Y.
M. BARNARD .....	Boston, Mass.
COX .....	Salem, Mass.
M. FELTON .....	Philadelphia, Pa.
FARLOW .....	Boston, Mass.
FARNSWORTH .....	Boston, Mass.
HALE .....	Newburyport, Mass.
P. HURLBURD .....	Brasher, N. Y.
LEWIS .....	Boston, Mass.
THOMPSON .....	Boston, Mass.

J. AVERILL .....	President <i>pro tem</i> .
RY A. CHURCH .....	Treasurer and Secretary.
W. HUNGERFORD .....	Engineer and Superintendent.

ations intended for this company should be addressed, LORING S. Chief Clerk, Ogdensburgh, St. Lawrence county, New York.

signed have caused the foregoing statements to be prepared by the rs and agents of this company, from the books and records, and have em as far as practicable, and believe them to be correct.

(Signed) WM. J. AVERILL, *President pro tem*.  
W. W. HUNGERFORD, *Supt.*



(No. 138.)

## OGDENSBURGH AND MORRISTOWN.

STATE OF NEW YORK, }  
*Oneida County,* } ss.:

JOHN THORN, Treasurer of the Ogdensburgh and Morristown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN THORN

Subscribed and sworn to before me, }  
 this 27th day of November, 1878. }

CHAS. S. SYMONDS,  
*Notary Public, Oneida County, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$160,000
Amount of stock subscribed .....	111,800
Amount paid in, as by last report .....	1,180
Total amount now paid in of capital stock .....	111,800

This road is operated by the Utica and Black River Railroad Company, and its earnings and expenses are included in that company's report.

## COST OF ROAD AND EQUIPMENT.

For graduation and masonry .....	\$35,950
Superstructure, including iron .....	43,780
Passenger and freight stations, buildings and fixtures .....	8,140
Engine and car-houses, machine shops, machinery and fixtures .....	5,310
Land, land damages, and fences .....	14,760
Engineering and agencies .....	3,620
Total cost of road and equipment .....	\$111,560

## CHARACTERISTICS OF ROAD.

Length of road .....	10.67 miles
Length of road in this State .....	10.67
Length of road laid .....	10.67
Length of road laid in this State .....	10.67
Length of double track, including sidings .....	.75
Weight of rail, per yard, on main track .....	60 pounds
Number of engine houses and shops .....	
Length of main line of road from Morristown to Ogdensburgh, N. Y. ....	10.67 miles

## \* EARNINGS AND CASH RECEIPTS AND PAYMENTS.

\* NOTE.—This road is owned by the Utica and Black River Railroad Company, therefore no rental is paid for this line.

*State Engineer and Surveyor*



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

THORN.....	Utica.
T. C. WEST.....	Lowville.
LAYNARD.....	Utica.
RE S. SAYRE.....	Utica.
A. GRAHAM.....	Utica.
WHEELER.....	Utica.
LAWRENCE.....	Utica.
B. GOODWIN.....	Waterville.
J. BACON.....	Utica.
J. WILLIAMS.....	Utica.
G. BROWER.....	Utica.
LEONARD.....	Lowville.
D. C. DAVENPORT.....	Lowville.
WITT C. WEST.....	President, Lowville.
N. THORN.....	Treasurer, Utica.
LIAM E. HOPKINS.....	Secretary, Utica.

Communications intended for this company should be addressed, JOHN THORN,  
No. 24 Whitesboro street, Utica, Oneida county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the  
agents and agents of this company, from the books and records, and has  
verified them, as far as practicable, and believes them to be correct.

(Signed) JOHN THORN, *Treasurer.*

(No. 139.)

## OLEAN, BRADFORD AND WARREN.

NEW YORK, }  
Otsego County, } ss.:

CHARLES S. CORY, President, and WM. L. BAKER, acting Superintendent of oper-  
ations of the Olean, Bradford and Warren Railroad Company, being severally sworn,  
each deposes and says, that the statements in the annexed report, which  
were made by each of them, at the end thereof, are true and correct, accord-  
ing to the best of his knowledge, information, and belief.

(Signed) CHARLES S. CORY,  
WM. L. BAKER.

and sworn to before me, }  
this 1st day of December, 1878. }

FRANK RAMSEY,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter* .....	\$60,00
Amount of stock subscribed .....	100,00
Amount paid in, as by last report .....	100,00
Total amount now paid in of capital stock .....	100,00

## COST OF ROAD AND EQUIPMENT.

	By present re
For graduation and masonry .....	\$43,54
For bridges .....	3,25
Superstructure, including iron .....	43,19
Passenger and freight stations, buildings and fixtures .....	50
Engine and car-houses, machine shops, machinery and fixtures .....	1,50
Land, land damages, and fences .....	4,65
Locomotives and fixtures, and snow plows .....	17,06
Passenger and baggage cars .....	7,26
Freight and other cars .....	18,41
Engineering and agencies .....	2,06
Total cost of road and equipment .....	\$141,46

## CHARACTERISTICS OF ROAD.

Length of road .....	12.53 m
Length of road in this State .....	12.53
Length of road laid .....	12.53
Length of road laid in this State .....	12.53
Weight of rail, per yard, on main track .....	35 & 40
Number of engine-houses and shops .....	
Number of engines .....	
Number of first-class passenger cars .....	
Number of second-class and emigrant passenger cars .....	
Number of baggage, mail, and express cars .....	
Number of freight cars, including coal cars .....	
Number of service cars .....	
Length of main line of road from Olean to State line .....	12.53 m

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	12
Number of passengers (all classes) carried in cars .....	91
Number of miles traveled by passengers, or number of passengers carried one mile .....	676
Number of tons, of 2,000 pounds, of freight carried in cars .....	14,625
Total movement of freight, or number of tons carried one mile .....	207,710
Average rate of speed adopted by ordinary passenger trains, including stops, miles per hour .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by express trains, including stops .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by freight trains, including stops .....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	
Average weight, in tons, of freight trains, exclusive of freight .....	

\* Increased \$40,000.



## AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest .....	5,790.677
Food .....	60.900
Natural products .....	193.63
.....	688.847
.....	3,911.877
.....	1,739.726
.....	2,242.870
.....	<hr/>
.....	14,625.969
.....	<hr/>

## FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

Through passengers .....	5 cents.
Day passengers .....	5 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Track-bed and railway, excepting cost of iron .....	\$8,822 98
Bridges .....	595 03
Fences and gates .....	202 10
Real estate .....	132 12
.....	<hr/>
.....	\$9,752 23
.....	<hr/>

## EXPENSES OF REPAIRS OF MACHINERY.

Engines and tenders .....	\$611 88
Passenger and baggage cars .....	327 61
Freight cars .....	157 38
Tools and machinery in shops .....	98 95
Repairs, including oil, fuel, clerks, watchmen, etc., about .....	176 46
.....	<hr/>
.....	\$1,372 23
.....	<hr/>

## EXPENSES OF OPERATING THE ROAD.

Salaries, stationery, etc. ....	\$1,057 85
Clerks .....	3,368 38
Loading and unloading freight .....	2,719 70
Conductors, and switchtenders .....	233 39
Water station attendance .....	66 08
Baggage and brakemen .....	2,941 31
Firemen .....	2,951 59
Food and labor of preparing for use .....	1,725 07
Oil for engines and tenders .....	239 00
Oil for freight cars .....	120 00
Oil for passenger and baggage cars .....	119 21
Damage of goods and baggage .....	80 85
Injuries to persons .....	130 44
Property, including damages by fire and cattle killed on .....	135 00
Maintenance .....	534 88
.....	1,096 42
.....	<hr/>
.....	\$17,519 17
.....	<hr/>



## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$9,7
Repairs of machinery .....	1,
Operating.....	17,5
Total.....	\$28,6

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers .....	\$21,3
From freight.....	24,3
From other sources.....	3,3
Total .....	\$48,9

## 2D. RECEIPTS.

From passengers .....	\$21,3
From freight .....	24,3
Express.....	\$3,115 80
News.....	204 16
	3,3
Total .....	\$48,9

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$28,6
To payments to surplus fund .....	20,3
Total .....	\$48,9
Total amount of surplus fund.....	\$20,3

The figures herein shown, are made up from March 1, 1878, when we commenced running regularly. Our receipts prior to that date were \$3,156.78. Expenses paid, \$2,368.70. We have paid four dividends, 2 per cent per month. An item of \$20,324.99 has been expended.

## ACCIDENTS.

May 10, 1878.....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

May 10. James Tierney, employed as freight brakeman, fell from the top of a box car near Rock City; one car passed over his left leg; leg was amputated below the knee; accident caused by the man slipping while going over the train; man living.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WETT.....	Buffalo, N. Y.
B. GATES.....	Buffalo, N. Y.
GLENNY.....	Buffalo, N. Y.
C. JEWETT.....	Buffalo, N. Y.
UMSEY.....	Buffalo, N. Y.
AMLIN.....	Buffalo, N. Y.
HOELKOPF.....	Buffalo, N. Y.
MLIN.....	Buffalo, N. Y.
RY.....	Olean, N. Y.
BARSE.....	Olean, N. Y.
MORRIS.....	Olean, N. Y.
VANS.....	Olean, N. Y.
WHITNEY.....	Olean, N. Y.
C. CARY.....	President, Olean, N. Y.
S. MORRIS.....	Treasurer and Secretary, Olean, N. Y.
S. GATCHELL.....	Engineer, Buffalo, N. Y.
L. BAKER.....	Superintendent, Olean, N. Y.

Communications intended for this company should be addressed, Olean, Cattaraugus County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHAS. S. CARY, *President.*  
W. L. BAKER, *Supt.*

(No. 140.)

## ONTARIO SOUTHERN.

NEW YORK, }  
County, } ss.:

CHAS. E. CARRYL, Secretary pro tem., and JAMES HARDY, acting Superintendent of the Ontario Southern Railroad Company, being severally sworn, each depose and says, that the statements in the annexed report, which has been made by each of them, at the end thereof, are true and correct, according to their best knowledge, information, and belief.

(Signed) JAMES HARDY.  
CHAS. E. CARRYL.

and sworn to before me, }  
day of November, 1878. }

EDGAR D. MILLER,  
*Justice of the Peace.*

and sworn to before me, }  
day of November, 1878, }  
s. E. Caryl.

HORATIO S. ROBINSON,  
*Notary Public, Kings County, acting in New York County.*



## STOCK AND DEBTS.

Capital stock, as by charter.....	\$600,00
Amount of stock subscribed.....	558,30
Amount paid in, as by last report.....	558,30
Total amount now paid in of capital stock.....	558,30
Funded debt, as by last report.....	994,30
Total amount now of funded debt.....	994,30
Floating debt, as by last report.....	26,41
The amount now of floating debt.....	41,31
Total amount now of funded and floating debt.....	1,035,61
Average rate, per annum, of interest on funded debt.....	7 per

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$549,315 35	\$549,315 35
For bridges.....	109,609 91	110,040 00
Superstructure, including iron.....	655,360 82	655,360 82
Passenger and freight stations, buildings and fixtures.....	48,204 01	49,315 00
Engine and car houses, machine shops, machinery and fixtures.....	11,600 92	12,040 00
Land, land damages, and fences.....	111,477 77	112,340 00
Locomotives and fixtures, and snow plows.....	30,708 71	30,708 71
Passenger and baggage cars.....	10,909 11	10,909 11
Freight and other cars.....	11,825 92	11,825 92
Engineering and agencies.....	16,893 40	16,893 40
Telegraph.....	1,658 88	1,658 88
Total cost of road and equipment.....	\$1,557,564 80	\$1,560,460 00

## CHARACTERISTICS OF ROAD.

Length of road.....	33.6 m
Length of road in this State.....	33.6
Length of road laid.....	33.6
Length of road laid in this State.....	33.6
Weight of rail, per yard, on main track.....	56 pounds
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars.....	
Number of service cars, caboose.....	
Length of main line of road from Sodus Point to Stanley.....	33.6 m

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	63,
Number of miles run by freight trains.....	29,
Number of passengers (all classes) carried in cars.....	334,
Number of miles traveled by passengers, or number of passengers carried one mile.....	37,
Number of tons, of 2,000 pounds, of freight carried in cars.....	828,
Total movement of freight, or number of tons carried one mile.....	



Rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	15
Rate of same when in motion.....	17
Rate of speed adopted by express trains, including stops....	15
Rate of same when in motion.....	17
Rate of speed adopted by freight trains, including stops....	10
Rate of same when in motion.....	17
Weight, in tons, of passenger trains, exclusive of passengers	27
Weight, in tons, of freight trains, exclusive of freight.....	125

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest.....	1,496
.....	212
.....	1,102
Cultural products.....	3,604
.....	763
.....	921
.....	29,578
.....	37,676

## OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

.....	3 cents.
.....	3 "

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$9,074 83	\$3,024 94	\$6,049 89
Repairs of bridges .....	1,464 62	488 20	976 42
Repairs of buildings .....	166 67	55 55	111 12
Taxes on real estate .....	1,434 87	478 29	956 58
Totals .....	\$12,140 99	\$4,046 98	\$8,094 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$1,579 19	\$526 39	\$1,052 80
Repairs of passenger and baggage cars .....	324 28	324 28	.....
Repairs of freight cars .....	2,335 17	.....	2,335 17
Repairs of tools and machinery in shops .....	58 65	19 55	39 10
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	8 95	2 98	5 97
Totals .....	\$4,306 24	\$873 20	\$3,433 04

## RAILROAD REPORT.

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## OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$752 31	\$250 77	\$501 54
Agents and clerks .....	1,873 74	624 24	1,248 50
Porters, watchmen, and switchtenders .....	795 53	265 17	530 36
Wood and water station attendance .....	147 60	49 20	98 40
Conductors, baggage and brakemen .....	2,434 39	811 46	1,622 93
Enginemen and firemen .....	2,057 37	685 79	1,371 58
Fuel : cost and labor of preparing for use .....	5,828 13	1,942 71	3,885 42
Oil and waste for engines and tenders .....			
Oil and waste for freight cars .....	521 95	173 98	347 97
Oil and waste for passenger and baggage cars .....	63 38	21 12	42 26
Damage to property, including damages by fire and cattle killed on road. ....	5,380 81	1,793 60	3,587 21
General superintendence .....	2,605 63	868 54	1,737 09
Contingencies .....			
Totals .....	\$22,459 84	\$7,486 58	\$14,973 26

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc .....	\$12,140 99	\$4,046 98	\$8,094 01
Repairs of machinery .....	4,306 24	873 20	3,433 04
Operating .....	23,459 84	7,486 58	14,973 26
Totals .....	\$38,907 07	\$12,406 76	\$26,500 31



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	\$	19
From freight.....		2
From other sources .....		
Total .....	\$30	

## 2d. RECEIPTS.

From passengers .....	\$9	
From freight.....	24	
Express .....	\$131	29
U. S. mail .....	1,510	87
Use of cars .....	665	90
Tax reduction account, 1877 .....	145	09
Total .....	\$36	

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$38	
For interest.....	1	
Adjustment for transportation of mail for quarter ending Sept. 30, 1877, made in Nov. 1877, etc.....		
Total .....	\$40	

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

DANIEL DODD.....	Newark, N. J.
IRA M. HARRISON .....	Newark, N. J.
HENRY G. DARCY .....	Newark, N. J.
WILLIAM D. CARTER .....	Newark, N. J.
GEORGE W. HUBBELL .....	Newark, N. J.
MARTIN R. DENNIS .....	Newark, N. J.
WILLIAM ALEXANDER SMITH .....	New York.
ROBERT HOBART SMITH.....	New York.
REZIN A. WIGHT .....	New York.
ARTHUR LINCOLN .....	New York.
CHARLES M. ATKINS .....	Pottsville, Pa.
DAVID ROGERS .....	Sodus Point, N.
BENJAMIN B. SEAMAN.....	Sodus Point, N.

WM. A. SMITH .....

President, New York.

CHAS. E. CARRYL .....

Secretary pro tem., New York.

JAMES HARDY.....

Superintendent, Sodus Point, N. Y.

Communications intended for this company should be addressed, JAMES E. H. General Manager, Newark, Wayne county, N. Y.

The undersigned have caused the foregoing statements to be prepared proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believe them to be correct.

(Signed)

CHAS. E. CARRYL, *Secretary pro t*

JAMES HARDY, *Superintendent.*

(No. 141.)

## OSWEGO AND ROME.

NEW YORK, }  
in County, } ss.:

LAWYER, Treasurer of the Oswego and Rome Railroad Company, being  
sworn and says, that the statements in the annexed report, which has been  
submitted, at the end thereof, are true and correct, according to the best of his  
information, and belief.

(Signed) JOSEPH A. LAWYER.

and sworn to before me, }  
day of November, 1878. }

SMITH F. WOOLWORTH,  
*Notary Public.*

is leased to the Rome, Watertown and Ogdensburgh Railroad Company.  
rental is paid as follows, viz.: Interest on \$325,000 of the first mortgage  
is company, and eight per cent on its capital stock of \$300,000. The  
paid directly to the bondholders, and is included in that reported by the  
Watertown and Ogdensburgh Railroad Company. The rental, \$12,000 semi-  
paid to the Trustee of the Oswego and Rome Railroad Company, by  
disbursed, on account of interest on income and convertible bonds of this  
and payments to the sinking fund. There are no office expenses, and  
surplus.

## STOCK AND DEBTS.

Stock, as by charter .....	\$300,000 00
Stock subscribed .....	300,000 00
and in, as by last report .....	300,000 00
and now paid in of capital stock* .....	300,000 00
and, as by last report .....	612,100 00
and now of funded debt .....	612,100 00
and, as by last report .....	27 50
and now of floating debt .....	27 50
and now of funded and floating debt .....	612,127 50
and, per annum, of interest on funded debt .....	7 per cent.

describes \$75,000 preferred stock entitled to preference dividend up to ten per cent, and  
statement of cost, is carried as \$107,000.  
amount of funded debt, including \$107,000 convertible bonds, convertible into, and  
by, \$75,000 preferred stock in hands of trustee.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By pres.
For graduation and masonry .....	\$213,878 08	\$213
For bridges .....	20,523 16	20
Superstructure, including iron .....	515,473 87	515
Passenger and freight stations, buildings and fixtures .....	29,006 98	29
Engine and car houses, machine shops, machinery and fixtures .....	10,941 62	10
Land, land damages, and fences .....	133,865 34	133
Engineering and agencies .....	27,263 76	27
Total cost of road and equipment.....	\$950,952 76	\$950

## CHARACTERISTICS OF ROAD.

Included in report of the Rome, Watertown and Ogdensburgh Railroad Co.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

MOSES TAYLOR.....	New York City.
SAMUEL SLOAN.....	New York City.
CHRISTIAN ZABRISKIE.....	New York City.
WM. E. DODGE.....	New York City.
JOHN S. BARNES.....	New York City.
GARDNER COLBY.....	Boston, Mass.
JOHN S. FARLOW.....	Boston, Mass.
TALCOTT H. CAMP.....	Watertown, N.
OLON D. HUNGERFORD.....	Adams, N. Y.
WM. M. WHITE.....	Canaseraga, N.
THEODORE IRWIN.....	Oswego, N. Y.
PERCY R. PYNE.....	New York City.

SAMUEL SLOAN..... President.

J. A. LAWYER..... Treasurer, Watertown, N. Y.

E. M. MOORE..... Secretary, Watertown, N. Y.

Communications intended for this company should be addressed, Watertown, Jefferson county, N. Y.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOSEPH A. LAWYER, *Treas.*



(No. 142.)

## OSWEGO AND SYRACUSE.

NEW YORK, }  
County, } ss.:

SLOAN, President, and W. B. PHELPS, acting Superintendent of operations of Oswego and Syracuse Railroad Company, being severally sworn, each for purposes and says, that the statements in the annexed report, which has been made by each of them, at the end thereof, are true and correct, according to the best knowledge, information, and belief.

(Signed) SAM. SLOAN,  
W. B. PHELPS,

and sworn to before me, }  
this 21st day of November, 1878. }

J. B. ALEXANDER, *Notary Public.*

and sworn to before me, as to Samuel }  
this 21st day of November, 1878. }

LUDWIG R. MILLER, *Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,320,400 00
Capital stock subscribed .....	1,320,400 00
Amount paid in, as by last report .....	1,320,400 00
Amount now paid in of capital stock .....	1,320,400 00
Debt, as by last report .....	461,500 00
Amount now of funded debt .....	461,500 00
Debt, as by last report .....	81,052 86
Amount now of floating debt .....	43,767 89
Amount now of funded and floating debt .....	505,267 89
Rate, per annum, of interest on funded debt .....	7 per cent.

Road is leased to and operated by the Delaware, Lackawanna and Erie Railroad Company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry .....	\$340,849 37	\$340,849 37
Structures .....	25,577 38	25,577 38
Structure, including iron .....	419,220 66	419,974 01
and freight stations, buildings and .....	120,002 42	120,002 42
Car houses, machine shops, machinery .....	59,969 87	59,969 87
Repairs .....	225,513 03	225,513 03
Damages, and fences .....	145,243 03	145,243 03
Tools and fixtures, and snow plows .....	66,417 77	66,417 77
and baggage cars .....	209,936 20	209,936 20
and other cars .....	79,865 00	79,865 00
Engines and agencies .....	63,942 35	63,942 35
Locomotives at Oswego .....		
Total cost of road and equipment .....	\$1,756,537 08	\$1,757,290 43

## CHARACTERISTICS OF ROAD.

Length of road.....	34.9
Length of road in this State.....	34.9
Length of road laid.....	34.9
Length of road laid in this State.....	34.9
Length of double track, including sidings.....	15.6
Weight of rail, per yard, on main track.....	56 to
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of second-class and emigrant passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars.....	
Number of service cars.....	
Length of main line of road from Oswego to Syracuse.....	34.9

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars.....	
Number of miles traveled by passengers, or number of passengers carried one mile.....	2,
Number of tons, of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	9,
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	
Rate of speed of same when in motion.....	
Average rate of speed adopted by express trains, including stops...	
Rate of speed of same when in motion.....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion.....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	
Average weight, in tons, of freight trains, exclusive of freight.....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	
Of animals.....	
Of vegetable food.....	
Other agricultural products.....	
Manufactures.....	
Merchandise.....	
Coal.....	
Other articles.....	
Total.....	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASS  
MILE, AS FOLLOWS:

For first-class through passengers.....	34
For first-class way passengers.....	34
For emigrant through passengers.....	14
For emigrant way passengers.....	14



	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron .....	\$26,498 57	\$10,166 14	\$16,332 43
Repairs of bridges.....	5,205 31	2,272 50	2,932 81
Cost of iron used in repairs .....	29,500 00	8,200 00	12,300 00
Repairs of buildings.....	2,762 61	1,643 74	1,118 87
Repairs of fences and gates .....	1,711 52	706 54	1,004 98
Taxes on real estate .....	18,263 90	9,131 95	9,131 95
Totals .....	\$74,941 91	\$32,120 87	\$42,821 04
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$16,076 89	\$6,616 69	\$9,460 20
Repairs of passenger and baggage cars.....	3,696 18	2,696 18	.....
Repairs of freight cars .....	18,524 75	.....	13,524 75
Repairs of tools and machinery in shops .....	277 15	78 54	198 61
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	2,313 14	87 90	2,225 24
Totals .....	\$35,888 11	\$10,479 31	\$25,408 80



## EXPENSES—(Continued.)

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$1,267 62	\$507 04	\$760 58
Agents and clerks. ....	9,014 63	3,605 84	5,408 79
Labor: loading and unloading freight. ....	8,341 90	.....	8,341 90
Porters, watchmen, and switchtenders. ....	2,871 39	1,148 55	1,722 84
Wood and water station attendance. ....	10,023 21	4,009 28	6,013 93
Conductors, baggage and brakemen. ....	7,223 75	3,270 15	3,953 60
Enginemen and firemen. ....	12,223 20	4,889 28	7,333 92
Fuel: cost and labor of preparing for use. ....	23,535 79	9,414 38	14,121 41
Oil and waste for engines and tenders. ....	1,560 47	624 16	936 31
Oil and waste for freight cars. ....	372 56	.....	372 56
Oil and waste for passenger and baggage cars. ....	279 23	279 23	.....
Loss and damage of goods and baggage. ....	126 02	50 40	75 62
Damage to property, including damages by fire and cattle killed on road. ....	197 58	75 00	122 58
General superintendence. ....	2,499 97	999 96	1,500 01
Contingencies. ....	28,806 01	11,522 40	17,283 61
Totals. ....	\$108,343 33	\$40,395 67	\$67,947 66

## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

.....	\$20,205 57
General office at New York .....	4,140 79
Expenses at New York .....	3,569 05
.....	140 00
.....	750 60
.....	<u>\$28,806 01</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOCATED TO	
		Passenger transportation.	Freight transportation.
road-bed, etc. ....	\$74,941 91	\$32,120 87	\$42,821 04
machinery. ....	35,888 11	10,479 31	25,408 80
.....	108,343 33	40,395 67	67,947 66
.....	<u>\$219,173 35</u>	<u>\$82,995 85</u>	<u>\$136,177 50</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Passengers .....	\$84,009 32
Freight .....	172,561 45
Other sources .....	31,612 47
Total .....	<u>\$288,183 24</u>
Passengers .....	\$84,009 32
Freight .....	172,561 45
.....	\$12,600 00
.....	3,155 06
.....	11,256 96
.....	4,583 45
.....	17 00
.....	<u>31,612 47</u>
Total .....	<u>\$288,183 24</u>

## EXPENSES OTHER THAN FOR CONSTRUCTION.

Transportation expenses .....	\$219,173 35
Interest on stock and bonds as per lease* .....	151,141 00
Total .....	<u>\$370,314 35</u>
Interest on stock .....	\$118,836 00
Interest on bonds .....	32,305 00
.....	<u>\$151,141 00</u>

of the Delaware, Lackawana and Western Railroad Company.

State Engineer and Surveyor.



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
1877.							
October 18.....	.....	.....	.....	1	.....	.....	.....
December 16.....	.....	.....	.....	1	.....	.....	.....
1878.							
May 19.....	.....	.....	.....	1	.....	.....	.....
May 21.....	.....	.....	.....	1	.....	.....	.....
June 15.....	.....	.....	.....	.....	.....	1	.....
September 2.....	.....	.....	.....	.....	1	.....	.....
Totals.....	.....	.....	.....	4	1	1	.....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

## 1877.

October 18. Joseph Griffin, fireman, falling from tender in motion, in the river, was seriously injured in the head; since recovered.

December 26. John Sweeney, conductor, had his fingers crushed while unloading cars at Oswego.

## 1878.

May 19. H. McBride, carpenter, working on Seneca River bridge, fell from the river, and striking on some timbers, injured his shoulder.

May 21. William Corcoran, laborer on gravel train, unloading timber from Seneca River bridge, had his right leg injured.

June 15. John Morell, attempting to jump on a rubble car pushed by a hand-car, and falling was run over by hand-car, breaking his right leg and injuring his chest; recovered.

September 2. James McGann, an old man, and deaf, walking on the track near the blast furnace in Geddes, was struck and instantly killed by engine of freight



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

SLOAN.....	New York City.
TAYLOR.....	New York City.
E. DODGE.....	New York City.
R. PYNE.....	New York City.
RISHIN.....	New York City.
BLISS.....	New York City.
WALTER PHELPS.....	New York City.
NATIVIA.....	New York City.
E. CARRYL.....	New York City.
WRIGHT.....	Oswego.
MOLLISON.....	Oswego.
KINGSFORD.....	Oswego.
GOLDEN.....	Syracuse.

SAMUEL SLOAN..... President, New York City.

L. GIBBONS..... Treasurer, New York City.

D. F. CHAMBERS..... Secretary, New York City.

B. PHELPS..... Superintendent, Oswego.

Communications intended for this company should be addressed, SAMUEL SLOAN, same place, New York city.

The undersigned have caused the foregoing statements to be prepared by the agents and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

SAM. SLOAN,*President.*

W. B. PHELPS,*Superintendent.*

(No. 143.)

## PENN YAN AND NEW YORK.

NEW YORK, }  
County, } ss. :

SHEARMAN, President, and FRANKLIN E. SMITH, Secretary of the Penn New York Railroad Company, being severally sworn, each for himself says, that the statements in the annexed report, which has been signed them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed) OLIVER G. SHEARMAN,  
FRANKLIN E. SMITH.

and sworn to before me, }  
day of December, 1878. }

S. S. ELLSWORTH,  
*Notary Public.*

\* Deceased.

## STOCK AND DEBTS.

Capital stock, as by charter .....	
Amount of stock subscribed .....	
Amount paid in, as by last report. ....	
Total amount now paid in of capital stock. ....	

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

CALVIN RUSSELL .....	Pen
WILLIAM H. FOX .....	Pen
CHARLES HUNTER .....	Pen
EDWARD C. WILKINSON .....	Pen
FRANKLIN E. SMITH .....	Pen
HENRY TUTHILL .....	Pen
GEORGE Y. EASTMAN .....	Pen
GUY SHAW .....	Pen
OLIVER G. SHEARMAN .....	Pen
GEORGE WAGNER .....	Pen
JOHN S. SHEPPARD .....	Pen
AUGUSTUS W. FRANKLIN .....	Pen
GEORGE SHEARMAN .....	Pen
OLIVER G. SHEARMAN .....	President
HENRY TUTHILL .....	Treasur
FRANKLIN E. SMITH .....	Secretar
GEORGE R. YOUNGS .....	Enginee

Communications intended for this company should be addressed, R  
17 Main street, Penn Yan, Yates county, N. Y.

The undersigned have caused the foregoing statements to be prepa  
proper officers and agents of this company, from the books and records  
examined them, as far as practicable, and believe them to be correct.

(Signed) OLIVER G. SHEARMAN, J  
FRANKLIN E. SMITH, Sec

(No. 144.)

## PORT JERVIS AND MONTICELLO.

STATE OF NEW YORK, }  
New York County, } ss.:

G. NORRIE, Treasurer, and L. A. MILBANK, acting Superintendent of op  
the Port Jervis and Monticello Railroad Company, being severally swor  
himself deposes and says, that the statements in the annexed report, whic



each of them, at the end thereof, are true and correct according to the knowledge, information, and belief.

(Signed) G. NORRIE,  
L. A. MILBANK.

d and sworn to before me, }  
day of November, 1878. }

ARCHIBALD F. CUSHMAN,

Notary Public (170), in and for City and County of New York.

#### STOCK AND DEBTS.

Stock, as by charter .....	\$1,000,000 00
of stock subscribed .....	1,000,000 00
paid in, as by last report .....	724,276 93
amount now paid in .....	724,276 93
Debt, as by last report .....	9,500 00
amount now of floating debt .....	16,000 00
amount now of funded and floating debt .....	16,000 00

ended July, 1875. Reorganized with \$1,000,000, capital stock. \$724,276.93  
 issued to first mortgage bondholders in full for their claims. \$275,723.07  
 issued.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry .....	\$708,701 35	\$708,701 35
Structures .....	3,100 00	3,460 12
Structure, including iron .....	313,087 88	316,661 15
and freight stations, buildings and .....	1,191 33	1,191 33
and car-houses, machine shops, ma- .....	4,521 40	4,656 40
and fixtures .....	45,542 33	45,597 97
and damages, and fences .....	14,399 89	17,744 31
and fixtures, and snow plows .....	5,023 03	5,023 03
and baggage cars .....	1,460 00	1,460 00
and other cars .....	19,584 81	19,584 81
and agencies .....		
Cost of road and equipment .....	\$1,116,612 02	\$1,124,080 47

#### CHARACTERISTICS OF ROAD.

road .....	23.75 miles.
road in this State .....	23.75 "
road laid .....	23.75 "
road laid in this State .....	23.75 "
Weight of rail, per yard, on main track .....	50 pounds.
Number of engine-houses and shops .....	2
Number of engines .....	2
Number of first-class passenger cars .....	2
Number of freight cars, including coal cars .....	4
Number of service cars .....	3
Length of main line of road from Monticello to Port Jervis .....	23.75 miles.



## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains .....	
Number of miles run by freight trains.....	
Number of passengers (all classes) carried in cars .....	
Number of miles traveled by passengers, or number of passengers carried one mile.....	
Number of tons, of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour) .....	
Rate of speed of same when in motion.....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion.....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	
Average weight, in tons, of freight trains, exclusive of freight.....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	
Of animals.....	
Of vegetable food .....	
Manufactures.....	
Merchandise .....	
Coal.....	
Total .....	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE C  
MILE, AS FOLLOWS:

For first-class through passengers .....	
For first-class way passengers.....	

## EXPENSES.

## RAILROAD REPORT.

455

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$6,380 99	\$3,380 99	\$3,000 00
Repairs of bridges .....	65 33	30 00	35 33
Repairs of buildings .....	61 69	51 00	10 69
Taxes on real estate .....	2,645 91	1,325 00	1,320 91
Totals .....	\$9,153 92	\$4,786 99	\$4,366 93
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$1,929 00	\$1,000 00	\$929 00
Repairs of passenger and baggage cars .....	150 63	150 63	.....
Repairs of freight cars .....	60 00	.....	60 00
Repairs of tools and machinery in shops .....	62 88	30 00	32 88
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	108 90	50 00	58 90
Totals .....	\$2,311 41	\$1,230 63	\$1,080 78

## EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$309 28	\$200 00	\$109 28
Agents and clerks.....	1,200 00	500 00	700 00
Labor: loading and unloading freight.....	420 00	.....	420 00
Porters, watchmen, and switchtenders.....	480 00	270 00	210 00
Conductors, baggage and brakemen.....	3,296 40	1,850 00	1,446 40
Enginemen and firemen.....	1,874 30	1,100 00	774 30
Fuel: cost and labor of preparing for use.....	1,073 23	500 00	573 23
Oil and waste for engines and tenders.....	110 34	50 00	60 34
Oil and waste for freight cars.....	45 50	.....	45 50
Oil and waste for passenger and baggage cars.....	80 10	80 10	.....
Loss and damage of goods and baggage.....	12 00	12 00	.....
Damage to property, including damages by fire and cattle killed on road.....	406 00	406 00	.....
General superintendence.....	1,200 00	600 00	600 00
Contingencies.....	2,378 03	1,000 00	1,378 03
Totals.....	\$12,885 18	\$6,568 10	\$6,317 08



## RAILROAD REPORT.

457

## SUBDIVISION OF CONTINGENCIES.

lies.....	\$163 06
ay, mileage on cars.....	1,309 36
.....	154 07
ous .....	751 54
.....	<u>\$2,378 00</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
g road-bed, etc. ....	\$0,153 92	\$4,786 99	\$4,366 93
machinery .....	2,311 41	1,230 63	1,080 78
.....	12,885 18	6,568 10	6,317 08
.....	<u>\$24,350 51</u>	<u>\$12,585 72</u>	<u>\$11,764 79</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

NGS.	
passengers.....	\$11,122 60
freight.....	14,436 25
other sources.....	2,395 46
.....	<u>\$27,954 31</u>

TS.	
passengers.....	\$11,122 60
freight.....	14,436 25
baggage .....	\$1 89
e.....	8 75
aph .....	21 86
trage .....	122 25
.....	1,087 83
s.....	1,001 48
es.....	151 40
.....	<u>2,395 46</u>
.....	<u>\$27,954 31</u>

## MENTS OTHER THAN FOR CONSTRUCTION.

ansportation expenses.....	\$24,350 51
terest .....	809 97
sional services, advertising, mail delivery, etc.....	3,944 46
.....	<u>\$29,104 94</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		Killed.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1877.							
October 26.....	....	....	....	1	....	....	....
November 28.....	....	....	....	1	....	....	....
Totals.....	....	....	....	2	....	....	....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, the name of such person, as follows :*

1877.

October 26. Frank Allyn, brakeman, coupling at Huguenet, hand pinched one finger.

November 28. Jacob Eidle, brakeman, while off duty, riding on special train, jumped, fearing collision with another engine at Oakland depot ; smoke stack broken, breaking leg, badly bruising back and hand.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

HENRY DAY.....	New
ADAM NORRIE.....	New
FRED J. DE PEYSTER.....	New
FRED. DE PEYSTER.....	New
WM. ALEX. SMITH.....	New
ROBT E. LIVINGSTON.....	New
BENJ. L. SWAN, Jr.....	New
JAS. W. HAYWARD.....	New
GORDON NORRIE.....	New

F. J. DE PEYSTER.....	President.
GORDON NORRIE.....	Treasurer.
J. W. HAYWARD.....	Secretary.
L. A. MILBANK.....	Superintendent.

Communications intended for this company should be addressed, L. A. Monticello, Sullivan county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believe them to be correct.

(Signed) G. NORRIE, Th  
L. A. MILBANK



(No. 145.)

## POUGHKEEPSIE, HARTFORD AND BOSTON.

OF NEW YORK, }  
*Ulster County,* } ss.:

E. P. PELTON, President, and JACOB A. PERKINS, acting Superintendent of  
 of the Poughkeepsie, Hartford and Boston Railroad Company, being  
 sworn, each for himself deposes and says, that the statements in the annexed  
 which has been signed by each of them, at the end thereof, are true and  
 according to the best of his knowledge, information, and belief.

(Signed) G. R. PELTON,  
 J. A. PERKINS.

ed and sworn to before me, }  
 st day of November, 1878. }

A. W. CABLE, *Notary Public.*

## STOCK AND DEBTS.

stock, as by charter .....	\$850,000 00
of stock subscribed .....	850,000 00
paid in, as by last report .....	850,000 00
ount now paid in of capital stock .....	850,000 00
debt, as by last report .....	535,000 00
ount now of funded debt .....	535,000 00
debt, as by last report .....	20,000 00
unt now of floating debt .....	41,035 41
ount now of funded and floating debt. ....	576,035 41
rate, per annum, of interest on funded debt. ....	7 per cent.

formerly owned by the Poughkeepsie and Eastern Railroad Company, and  
 May 15, 1875, under and by the provisions of the plan of reorganization of  
 any. There was assigned to the holders of the first mortgage bonds of the  
 any \$850,000 in stock and \$500,000 in second mortgage bonds, interest  
 to January 1, 1880. There was also authorized to be issued by this com-  
 t mortgage bonds to the amount of \$300,000, of which \$35,000 only have  
 ed, making the total bonded debt of the company \$535,000, upon \$35,000  
 the interest is now payable; upon the balance of \$500,000 interest is not  
 payable until 1880.



## COST OF ROAD AND EQUIPMENT.

	By present report.	By last
For graduation and masonry .....	\$620,605 07	\$620,605 07
For bridges .....	54,116 97	54,116 97
Superstructure, including iron .....	436,644 44	436,644 44
Passenger and freight stations, buildings and fixtures .....	33,727 21	33,727 21
Engine and car-houses, machine shops, machinery and fixtures .....	11,043 28	11,043 28
Land, land damages, and fences .....	168,355 11	168,355 11
Locomotives and fixtures, and snow plows .....	63,904 49	63,904 49
Passenger and baggage cars .....	24,511 87	24,511 87
Freight and other cars .....	44,205 49	44,205 49
Engineering and agencies .....	42,806 47	42,806 47
Total cost of road and equipment .....	\$1,499,920 40	\$1,499,920 40

## CHARACTERISTICS OF ROAD.

Length of road .....	47.4
Length of road in this State .....	47.4
Length of road laid .....	42.1
Length of road laid in this State .....	42.1
Length of double track, including sidings .....	2.2
Weight of rail, per yard, on main track .....	56 and
Number of engine-houses and shops .....	
Number of engines .....	
Number of first-class passenger cars .....	
Number of second-class and emigrant passenger cars .....	
Number of freight cars, including coal cars .....	
Length of main line of road from Poughkeepsie to State Line. ....	47.4

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	
Number of miles run by freight trains .....	
Number of passengers (all classes) carried in cars .....	
Number of miles traveled by passengers, or number of passengers carried one mile .....	
Number of tons, of 2,000 pounds, of freight carried in cars .....	
Total movement of freight, or number of tons carried one mile .....	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by freight trains, including stops .....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	
Average weight, in tons, of freight trains, exclusive of freight .....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest .....	3,117
.....	1,148
.....	1,393
Cultural products .....	2,964
.....	2,323
.....	519
.....	1,000
.....	6,183
.....	<u>18,647</u>

OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER  
MILE, AS FOLLOWS:

.....	3.2 cents.
.....	<u>4    "</u>



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$13,824 06	\$9,216 03	\$4,608 03
Repairs of bridges.....	2,690 00	1,793 34	896 66
Repairs of telegraph.....	66 70	44 47	22 23
Cost of iron used in repairs:			
Allotted to passenger transportation:			
Length in feet.....	6,462		
Weight in pounds.....	112,000		
Allotted to freight transportation:			
Length in feet.....	6,462		
Weight in pounds.....	112,000		
Repairs of buildings.....	303 73	201 82	100 91
Repairs of fences and gates.....	373 83	249 22	124 61
Taxes on real estate*.....	.....	.....	.....
Totals.....	\$22,357 76	\$14,905 18	\$7,452 58
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$2,180 08	\$1,453 39	\$726 69
Repairs of passenger and baggage cars.....	1,058 87	1,058 87	.....
Repairs of freight cars.....	2,351 46	.....	2,351 46
Repairs of tools and machinery in shops.....	94 32	62 88	31 44
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	1,350 00	900 00	450 00
Totals.....	\$7,034 73	\$3,475 14	\$3,559 59



OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$1,645 02	\$1,096 68	548 34
Agents and clerks. ....	12,602 39	8,401 60	4,200 79
Labor: loading and unloading freight. ....	3,500 00	2,334 00	1,166 00
Porters, watchmen, and switchtenders. ....	3,200 00	2,134 00	1,066 00
Conductors, baggage and brakemen. ....	9,411 05	6,274 04	3,137 01
Enginemen and firemen. ....	200 00	100 00	100 00
Fuel: cost and labor of preparing for use. ....	202 70	.....	202 70
Oil and waste for engines and tenders. ....	200 00	200 00	.....
Oil and waste for freight cars. ....	6 00	3 00	3 00
Loss and damage of goods and baggage. ....	162 50	108 34	54 16
Damage to property, including damages by fire, and cattle killed on road. ....	3,000 00	2,000 00	1,000 00
General superintendence. ....	3,895 74	2,597 16	1,298 58
Contingencies. ....	.....	.....	.....
Totals. ....	\$38,025 40	\$25,248 82	\$12,776 58
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$22,357 76	\$14,905 18	\$7,452 58
Repairs of machinery. ....	7,034 73	3,475 14	3,559 59
Operating. ....	38,025 40	25,248 82	12,776 58
Totals. ....	\$67,417 89	\$43,629 14	\$23,788 75

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers.....	
From freight.....	
From other sources.....	
Total.....	

## 2D. RECEIPTS.

From passengers.....	
From freight.....	
Mileage of cars.....	\$406 86
Telegraph receipts.....	211 87
Carrying mails.....	1,868 89
Rents.....	8,021 23
Iron sold.....	1,875 68
Total.....	

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
Rents*.....	
Total.....	

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE R. PELTON.....	Poughkeepsie
GEORGE INNIS.....	Poughkeepsie
JOHN O. WHITEHOUSE.....	Poughkeepsie
JOHN F. WINSLOW.....	Poughkeepsie
EDWARD ELLSWORTH.....	Poughkeepsie
EDWARD L. BEADLE.....	Poughkeepsie
WILLIAM C. SMILLIE.....	Poughkeepsie
EDWARD L. BOLLES.....	New York
One vacancy by death.	

GEORGE P. PELTON.....	President.
EDWARD ELLSWORTH.....	Treasurer and Secretary.
JACOB A. PERKINS.....	Superintendent.

Communications intended for this company should be addressed, GEORGE P. PELTON, No. 37 Market street, Poughkeepsie, Dutchess county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, examined them as far as practicable, and believe them to be correct.

(Signed) G. P. PELTON, *President*  
J. A. PERKINS, *Superintendent*

\* NOTE.—Paid to the Newburgh, Dutchess and Connecticut and the Connecticut Railroad Companies for the use of their track.

*State Engineer and*



(No. 146.)

## RENSSELAER AND SARATOGA,

LESSOR.

NEW YORK, }  
County, } ss. :

CRAMER, President, and GEORGE H. PERRY, Secretary and Treasurer of Rensselaer and Saratoga Railroad Company, being severally sworn, each for himself, and says, that the statements in the annexed report, which has been made by each of them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed) GEORGE H. CRAMER,  
GEO. H. PERRY,

and sworn to before me, }  
day of November, 1878. }

J. H. HUNTINGTON,

*Notary Public, Troy, N. Y.*

## STOCK AND DEBTS.

as by charter.....	\$300,000 00
stock subscribed.....	300,000 00
in, as by last report. ....	6,854,100 00
now paid in of capital stock .....	6,854,100 00
as by last report .....	2,000,000 00
now of funded debt. ....	2,000,000 00
now of funded and floating debt. ....	2,000,000 00
per annum, of interest on funded debt.....	7 per cent.

total capital, \$300,000, has been increased from time to time by vote of its stockholders, and by conversion of bonds, as the law provides. Also largely by the sale of bonds, and by the construction of new roads, and by the acquisition of other railroads, such as the Troy, Salem and Rutland, and Saratoga and Whitehall, which was merged into the stock of the Rensselaer and Saratoga Railroad Company, in accordance with the laws of 1867; also to represent largely the cost of construction.

The Rensselaer and Saratoga Railroad was only 25 miles long—it is now 100 miles long, exclusive of leased lines. Our report of construction does not include the leased lines, viz. : the Albany and Vermont, the Saratoga and Schenectady, and the Saratoga and Whitehall Railroads: only the Rensselaer and Saratoga proper.

The company leased and operated the following roads at the time it leased its stock: the Delaware and Hudson Canal Company, in 1871, viz. : The Saratoga and Whitehall Railroad, 22 miles; the Albany and Vermont Railroad, 12 miles; the Troy, Salem and Rutland Railroad, 6 miles; the Rutland and Whitehall Railroad, 7 miles.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By 1
For graduation and masonry .....	\$2,329,495 36	\$2,
For bridges .....	367,979 31	
Superstructure, including iron.....	1,600,717 01	1,
Passenger and freight stations, buildings and fixtures .....	251,934 15	
Engine and car-houses, machine shops, machinery and fixtures .....	269,164 03	
Land, land damages, and fences .....	565,955 31	
Locomotives and fixtures, and snow plows .....	361,750 00	
Passenger and baggage cars .....	198,370 01	
Freight and other cars.....	646,900 00	
Engineering and agencies .....	206,655 40	
Total cost of road and equipment .....	\$6,798,920 58	\$6,

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From other sources .....	
Total amount of surplus fund. ....	

The interest on funded debt, and dividends, by terms of lease, are paid to the Rensselaer and Saratoga Railway and Hudson Canal Company direct to the bondholders and stockholders.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE H. CRAMER.....	Troy, N.
JOSEPH M. WARREN.....	Troy, N.
E. THOMPSON GALE.....	Troy, N.
GEORGE B. WARREN.....	Troy, N.
WILLIAM A. SHEPARD.....	Troy, N.
THOMAS WHITE.....	Troy, N.
JAMES FORSYTH.....	Troy, N.
JOSEPH W. FULLER.....	Troy, N.
WILLIAM HOWARD HART.....	Troy, N.
WILLIAM H. VANDERBILT.....	New York
THOMAS DICKSON.....	Scranton,
I. V. BAKER.....	Comstock,
IRA ALLEN.....	Fair Haven,

GEORGE H. CRAMER..... President.

GEORGE H. PERRY..... Treasurer and Secretary.

Communications intended for this company should be addressed, CRAMER, President, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

GEORGE H. CRAMER, *President.*

GEO. H. PERRY, *Secretary and Treasurer.*

(No. 147.)

## RENSSELAER AND SARATOGA,

LESSEE.

NEW YORK, }  
Kings County, } ss.:

JAMES C. HARTT, Treasurer of the Delaware and Hudson Canal Company, lessee of the Rensselaer and Saratoga Railroad, being sworn, deposes and says, that the foregoing is a true and correct copy of the annexed report, which has been signed by him, at the end thereof, and is correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES C. HARTT.

and sworn to before me, }  
this 15th day of November, 1878. }

JOHN A. PATTISON,

Notary Public, Kings County.

## COST OF ROAD AND EQUIPMENT, EXPENDED BY LESSEE.

	By last report.	By present report.
Excavation and masonry .....	\$125,525 09	\$127,621 23
.....	116,356 32	129,852 21
....., including iron .....	723,567 73	725,304 48
..... and freight stations, buildings and .....	100,614 37	101,318 63
..... car houses, machine shops, ma- .....	205,117 16	205,117 16
..... and fixtures .....	289,252 81	301,239 64
..... damages, and fences .....	178,654 58	176,911 81
..... and fixtures, and snow plows .....	164,227 92	165,254 86
..... and baggage cars .....	505,175 50	502,791 33
..... other cars .....	4,763 41	4,763 41
..... and agencies .....	15,295 99	15,295 99
..... ne .....		
..... st of road and equipment .....	\$2,428,550 88	\$2,455,470 74

## CHARACTERISTICS OF ROAD.

..... Road .....	72.55 miles.
..... Road in this State .....	72.55 "
..... Road laid .....	72.55 "
..... Road laid in this State .....	72.55 "
..... Double track, including sidings .....	31.78 "
..... Branches owned and leased by the company, laid .....	110.07 "
..... Double track and sidings laid on same .....	30.48 "
..... Rail, per yard, on main track .....	62 pounds.
..... Engine-houses and shops .....	11
..... Engines .....	54
..... First-class passenger cars .....	66
..... Second-class and emigrant passenger cars .....	12
..... Baggage, mail, and express cars .....	21



Number of freight cars, including coal cars .....	
Number of service cars .....	
Length of main line of road from Troy to Lake Champlain .....	

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains .....	
Number of miles run by freight trains .....	
Number of passengers (all classes) carried in cars .....	
Number of miles traveled by passengers, or number of passengers carried one mile .....	
Number of tons, of 2,000 pounds, of freight carried in cars .....	
Total movement of freight, or number of tons carried one mile .....	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by express trains, including stops .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by freight trains, including stops .....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	
Average weight, in tons, of freight trains, exclusive of freight .....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest .....	
Of animals .....	
Of vegetable food .....	
Other agricultural products .....	
Manufactures .....	
Merchandise .....	
Coal .....	
Other articles .....	
Total .....	

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE PER MILE, AS FOLLOWS:

For first-class through passengers .....	
For first-class way .....	
For emigrant through passengers .....	



MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$169,954 97	\$87,698 40	\$82,856 57
Repairs of bridges.....	27,292 34	14,165 93	13,125 41
Cost of iron used in repairs.....	35,773 16	18,612 72	17,160 44
Repairs of buildings.....	9,690 06	5,906 76	3,783 30
Repairs of fences and gates.....	9,597 43	4,880 85	4,616 58
Taxes on real estate.....	86,576 94	44,350 10	42,226 84
Totals.....	\$938,884 80	\$175,115 76	\$163,769 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$72,766 80	\$37,774 74	\$34,991 56
Repairs of passenger and baggage cars.....	26,617 72	26,617 72	.....
Repairs of freight cars.....	43,552 48	.....	43,552 48
Depreciation of coal cars.....	22,777 90	.....	22,777 90
Totals.....	\$165,714 40	\$64,392 46	\$101,321 94

Number of freight cars, including coal cars .....	
Number of service cars .....	
Length of main line of road from Troy to Lake Champlain .....	7

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains .....	
Number of miles run by freight trains .....	
Number of passengers (all classes) carried in cars .....	
Number of miles traveled by passengers, or number of passengers carried one mile. ....	
Number of tons, of 2,000 pounds, of freight carried in cars .....	
Total movement of freight, or number of tons carried one mile. ....	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by express trains, including stops ..	
Rate of speed of same when in motion .....	
Average rate of speed adopted by freight trains, including stops. ....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	
Average weight, in tons, of freight trains, exclusive of freight. ....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest .....	
Of animals .....	
Of vegetable food .....	
Other agricultural products .....	
Manufactures .....	
Merchandise .....	
Coal .....	
Other articles .....	
Total .....	

## THE RATE OF FAKE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE PER MILE, AS FOLLOWS:

For first-class through passengers .....	
For first-class way .....	
For emigrant through passengers .....	

## EXPENSES.

## RAILROAD REPORT.

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MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	ALLOTTED TO		
	Amount.	Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$169,954 97	\$87,098 40	\$82,856 57
Repairs of bridges. ....	27,292 84	14,163 93	13,125 41
Cost of iron used in repairs. ....	35,773 16	16,612 72	17,160 44
Repairs of buildings. ....	9,690 06	5,906 76	3,783 30
Repairs of fences and gates. ....	9,597 43	4,980 85	4,616 58
Taxes on real estate. ....	86,576 94	44,350 10	42,226 84
Totals. ....	\$338,884 90	\$175,115 76	\$163,769 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$72,766 30	\$37,774 74	\$34,991 56
Repairs of passenger and baggage cars. ....	26,617 72	26,617 72	.....
Repairs of freight cars. ....	43,552 48	.....	43,552 48
Depreciation of coal cars. ....	22,777 90	.....	22,777 90
Totals. ....	\$165,714 40	\$64,392 46	\$101,321 94



## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$22,552 09	\$12,079 23	\$10,472 86
Agents and clerks. ....	77,447 12	26,918 51	51,528 61
Labor : loading and unloading freight .....	25,197 95	.....	25,197 95
Porters, watchmen, and switchtenders .....	47,510 96	19,677 84	27,833 12
Wood and water station attendance. ....	10,128 11	3,636 72	6,491 39
Conductors, baggage and brakemen. ....	66,195 35	30,173 58	36,021 77
Enginemen and firemen. ....	74,111 83	25,945 54	48,166 29
Fuel : cost and labor of preparing for use. ....	160,157 10	56,454 63	103,702 47
Oil and waste for engines and tenders. ....	8,623 52	4,495 83	4,127 69
Oil and waste for freight cars. ....	2,592 03	.....	2,592 03
Oil and waste for passenger and baggage cars. ....	1,513 40	1,513 40	.....
Loss and damage of goods and baggage. ....	2,887 05	165 30	2,721 75
Damage for injuries of persons. ....	6,521 55	6,485 25	36 30
Damage to property, including damages by fire and cattle killed on road. ....	2,182 39	1,718 39	464 00
General superintendence .....	6,163 28	2,693 48	2,469 80
Contingencies. ....	62,949 03	30,830 21	31,518 82
Totals .....	\$575,132 76	\$221,787 91	\$353,344 85

## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

Painting, and lighting cars .....	\$5,019 94
.....	986 49
.....	19,536 39
.....	36,806 21
.....	<u>\$62,349 03</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Road-bed, etc. ....	\$338,884 90	\$175,115 76	\$163,769 14
Machinery .....	165,714 40	64,392 46	101,321 94
.....	575,132 76	221,787 91	353,344 85
.....	<u>*\$1,079,732 06</u>	<u>\$461,296 13</u>	<u>\$618,435 93</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Passengers .....	\$618,228 87
Freight .....	769,808 30
Other sources .....	41,896 70
Total .....	<u>\$1,429,933 87</u>

Passengers .....	\$618,228 87
Freight .....	769,808 30
.....	\$2,681 23
.....	2,879 01
.....	36,836 46
.....	41,896 70
.....	<u>\$1,429,933 87</u>

## EXPENSES OTHER THAN FOR CONSTRUCTION.

Transportation expenses .....	\$798,356 16
.....	
..... and Vermont .....	} 769,167 94
..... and Whitehall .....	
..... and Schenectady .....	
.....	<u>\$1,567,524 10</u>

which includes \$281,375.90 charged to New York and Canada Railroad, leaving transportation expenses of Rensselaer and Saratoga Railroad, \$798,356.16.

Amount added to transportation expenses (\$281,375.90) of New York and Canada Railroad makes the total of the above recapitulation.

and Saratoga Railroad rental:	
Bonds on \$6,854,100 stock at 8 per cent .....	\$548,328 00
..... on bonds, \$1,925,000 at 7 per cent .....	134,750 00
..... to city of Troy .....	5,000 00
..... on same .....	1,635 00

..... and Vermont Railroad .....	20,000 00
..... and Whitehall .....	15,492 00
..... and Schenectady Railroad .....	31,750 00
..... York Central and Hudson River Railroad .....	2,500 00
..... Island lots .....	3,091 50
..... mining organization Rensselaer and Saratoga Railroad .....	1,000 00
..... at on cost of locomotives belonging to Albany and Susquehanna Railroad .....	5,621 44

Total .....	<u>\$769,167 94</u>
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## ACCIDENTS.

DATE.		PASSENGERS.		EMPLOYEES.		OTHERS.		T
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
1877.								
October	4.....	....	....	....	....	1	....	....
October	13.....	....	....	....	....	....	1	....
October	30.....	....	....	....	....	1	....	....
November	7.....	....	....	....	....	....	1	....
1878.								
January	5.....	....	....	....	1	....	....	....
January	25.....	1	....	....	....	....	....	....
March	16.....	....	....	....	....	....	1	....
March	19.....	....	....	....	....	....	1	....
June	13.....	....	....	....	....	1	....	....
July	31.....	....	....	....	....	1	....	....
August	28.....	....	....	....	....	1	....	....
August	29.....	....	....	....	....	1	....	....
September	26.....	....	....	....	....	1	....	....
Total.....		1	....	....	1	7	4	....

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

## 1877.

October 4. A. W. Hubbard, killed; knocked from top of car by bridge at Hydeville and Castleton.

October 13. Willis Shaw, injured; attempted to cross track ahead of train, at Whitehall, N. Y.

October 30. Mrs. Tige, killed; walking on track near Sheldon crossing distance east of West Rutland station.

November 7. Michael Hogan, injured; intoxicated; tried to cross track ahead of moving train, at River street, Troy.

## 1878.

January 5. James Gallagher, brakeman, injured; arm broken; fell from car in moving train, near Comstock's.

January 25. John Snoot, killed; jumped from passenger train while in yard near Hamilton street, Green Island.

March 16. Sarah Smith, colored, injured; leg fractured and foot injured; attempted to run across track ahead of train, near the Arsenal road crossing at Troy.

March 19. Mrs. Scott, injured; skull slightly fractured; sitting on track ahead of the rails, near West Rutland station; she was intoxicated.

June 13. Patrick Travis, killed; lying on track just inside limits of Cohasset station; supposed to have been attacked by a fit while walking on track.

July 31. Thomas Griffin, killed; walking on track, near Saratoga station.



28. George E. Gregory, killed; run over by switch engine, between North Second streets, Troy, while walking on track.

29. James McGowan, killed; walking on track near railroad bridge over canal, Green Island.

30. Patrick McGrath, killed; run over at Clinton street crossing, by coal cars; cars were detached from train and running down grade; track just ahead of cars.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

A. LOW .....	New York.
LENOX KENNEDY .....	New York.
M. HALSTED .....	New York.
ED B. CANNON .....	New York.
E. CABOT WARD .....	New York.
ROOSEVELT .....	Hyde Park, N. Y.
R. TAYLOR .....	New York.
S. DICKSON .....	Scranton, Pa.
JACOB ASTOR .....	New York.
S. CORNELL .....	Rondout, N. Y.
T. MORTON .....	New York.
W. P. MORGAN .....	New York.
T. S. HONE .....	New York.

THOMAS DICKSON .....	President.
JAMES C. HARTT .....	Treasurer.
GEORGE L. HAIGHT .....	Secretary.
CHARLES W. WENTZ .....	Engineer.
E. F. YOUNG .....	General Manager.

Communications intended for this company should be addressed, New York city.

The undersigned has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Treasurer.*

(No. 148.)

#### RHINEBECK AND CONNECTICUT.

OF NEW YORK, }  
County, } ss.:

Y. BENSON, Treasurer, and JAMES H. JONES, acting Superintendent of operations of Rhinebeck and Connecticut Railroad Company, being severally sworn, each deposes and says, that the statements in the annexed report, which has

been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) A. BEN  
J. H.

Subscribed and sworn to before me, }  
this 25th day of November, 1878. }

CHARLES BRAY,  
Notary Public.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,000
Amount of stock subscribed .....	61
Amount paid in, as by last report. ....	61
Total amount now paid in of capital stock.....	61
Funded debt, as by last report. ....	80
Total amount now of funded debt.....	80
Floating debt, as by last report. ....	7
The amount now of floating debt.....	7
Total amount now of funded and floating debt.....	87
Average rate, per annum, of interest on funded debt. ....	7

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$451,744 89	\$451,744 89
For bridges .....	107,309 77	107,309 77
Superstructure, including iron.....	565,400 93	565,400 93
Passenger and freight stations, buildings and fixtures .....	6,684 93	6,684 93
Engine and car houses, machine shops, machinery and fixtures .....	5,608 71	5,608 71
Land, land damages, and fences .....	105,099 72	105,099 72
Locomotives and fixtures, and snow plows.....	58,068 64	58,068 64
Passenger and baggage cars.....	29,307 12	29,307 12
Freight and other cars.....	51,439 51	51,439 51
Engineering and agencies. ....	28,968 26	28,968 26
Telegraph line.....	5,004 45	5,004 45
Machinery and tools.....	3,944 32	3,944 32
Water tanks.....	837 15	837 15
Docks .....	23,095 85	23,095 85
Total cost of road and equipment .....	\$1,442,514 25	\$1,442,514 25

## CHARACTERISTICS OF ROAD.

Length of road.....	41
Length of road in this State .....	35
Length of road laid .....	41
Length of road laid in this State .....	35
Length of double track, including sidings .....	3
Weight of rail, per yard, on main track. ....	56



engine-houses and shops.....	1
engines.....	6
first-class passenger cars.....	1
second-class and emigrant passenger cars.....	2
baggage, mail, and express cars.....	1
freight cars, including coal cars.....	180
main line of road from Rhinecliffe to State Line.....	41.6 miles.

#### INGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

of miles run by mixed trains.....	55,212
passengers (all classes) carried in cars.....	13,307
miles traveled by passengers, or number of passengers one mile.....	159,059
tons, of 2,000 pounds, of freight carried in cars.....	58,103
ment of freight, or number of tons carried one mile.....	2,055,343
te of speed adopted by mixed trains, including stops....	14
ed of same when in motion.....	18
eight, in tons, of mixed trains, exclusive of freight and TS.....	115

#### THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

ducts of the forest.....	1,878
.....	1,216
le food.....	166
ultural products.....	4,105
es.....	11,584
.....	1,943
.....	19,956
es.....	17,255
.....	58,103

#### OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

ass through passengers.....	3 cents.
ass way passengers.....	3 "

from Boston Corners to State Line, held under lease, 6.4 miles.

is track is part of the Poughkeepsie, Hartford and Boston Railroad.

*State Engineer and Surveyor.*

and passenger trains run together.



## EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron .....	\$13,090 30	\$916 30	\$12,174 00
Repairs of bridges .....	182 07	12 74	169 83
Repairs of docks .....	8 00	.....	8 00
Repairs of tanks .....	15 94	1 12	14 82
Repairs of buildings .....	126 86	8 82	117 54
Repairs of fences and gates .....	2 60	18	2 42
Taxes on real estate .....	5,689 69	398 23	5,291 46
Totals .....	\$19,114 95	\$1,337 39	\$17,777 57
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$3,638 08	\$354 66	\$3,283 42
Repairs of passenger and baggage cars .....	1,168 25	1,168 25	.....
Repairs of freight cars .....	1,052 38	.....	1,052 38
Repairs of tools and machinery in shops .....	77 67	5 40	72 27
Totals .....	\$5,936 38	\$1,428 31	\$4,508 07

## RAILROAD REPORT.

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OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
General office expenses.....	\$1,256 94	\$90 08	\$1,196 86
Agents and clerks.....	2,833 39	168 38	2,665 61
Train and station supplies.....	530 97	37 17	493 80
Porters, watchmen, and switchtenders.....	1,239 87	86 80	1,153 07
Wood and water station attendance.....	429 00	30 03	398 97
Conductors, baggage and brakemen.....	3,477 36	243 41	3,233 95
Enginemen and firemen.....	2,944 55	206 11	2,738 44
Fuel: cost and labor of preparing for use.....	9,159 67	641 20	8,518 47
Oil and waste for engines and tenders.....	1,046 55	73 25	973 30
Use of foreign cars.....	1,200 73	.....	1,200 73
Operating telegraph.....	259 60	18 17	241 43
Damage to property, including damages by fire and cattle killed on road.....	67 50	4 72	62 78
General superintendence.....	1,899 96	133 00	1,766 96
Rents.....	300 00	21 00	279 00
Contingencies.....	11 76	84	10 92
Transfer expenses.....	3,048 69	.....	3,048 69
Totals.....	\$29,737 14	\$1,754 16	\$27,982 98
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.....	\$19,114 96	\$1,337 39	\$17,777 57
Repairs of machinery.....	5,836 38	1,428 31	4,508 07
Operating.....	29,737 14	1,754 16	27,982 98
Totals.....	\$54,788 48	\$4,519 86	\$50,268 62



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	
From freight.....	
From other sources.....	
Total.....	7.

## 2d. RECEIPTS.

From passengers.....	
From freight.....	
Mails.....	\$1,564 20
Telegraph.....	188 08
Car mileage.....	1,077 96
Rents receivable.....	2,152 01
Engine service.....	1,200 00
Miscellaneous.....	80 99

Total.....

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
*Rent of track.....	

Total.....

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

THOMAS CORNELL.....	Rondout, N.
S. D. COYKENDALL.....	Rondout, N.
ANTHONY BENSON.....	Rondout, N.
CHARLES BRAY.....	Rondout, N.
R. G. TOWNSEND.....	Rondout, N.
EDWARD MARTIN.....	Red Hook,
H. H. CONKLIN.....	Red Hook,
WILLIAM B. PLATT.....	Rhinebeck,
A. WAGER.....	Rhinebeck,
COE F. YOUNG.....	Honesdale,
A. H. VANDLING.....	Scranton, P.
R. A. WRIGHT.....	New York.

EDWARD MARTIN.....	President.
ANTHONY BENSON.....	Treasurer and Secretar
JAMES P. GOULD.....	Engineer.
JAMES H. JONES.....	Superintendent.

Communications intended for this company should be addressed, Rondout county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records examined them as far as practicable, and believe them to be correct.

(Signed) A. BENSON, *Treasurer*  
J. H. JONES, *Superintendent*

\* NOTE.—For use of part of the Poughkeepsie, Hartford and Boston R. R.  
State Engineer and



(No. 149.)

## ROCHESTER AND GENESEE VALLEY.

NEW YORK, } ss.:  
County, }

E. Upton, Treasurer of the Rochester and Genesee Valley Railroad Company, sworn, deposes and says, that the statements in the annexed report, seen signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) C. E. UPTON.

and sworn to before me, }  
day of November, 1878. }

HENRY BARNARD, Jr.,

*Notary Public.*

## STOCK AND DEBTS.

Stock, as by charter .....	\$800,000 00
Stock subscribed .....	977,500 00
Paid in, as by last report. ....	555,200 00
Amount now paid in of capital stock .....	555,200 00

is leased in perpetuity to, and operated by the Erie Railway Company, equal to six per cent per annum as the capital stock of the R. & G. V. and \$700 additional for the purpose of keeping up the organization of the Erie R. R. Co. The undersigned respectfully refers to the annual report of the Erie Railway Company for the statements in detail of transportation, expenses, repairs, earnings, incidents and accidents of the past year.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry .....	\$187,487 34	\$187,487 34
Structures, including iron .....	24,934 84	24,934 84
Buildings and freight stations, buildings and .....	219,940 74	219,940 74
Car-houses, machine shops, machine .....	9,365 82	9,365 82
Fixtures .....	20,455 41	20,455 41
Damages, and fences .....	157,624 31	157,624 31
Other cars .....	1,776 00	1,776 00
Tools and agencies .....	49,718 67	49,718 67
Cost of road and equipment .....	\$671,303 13	\$671,303 31

above copied from report of 1870.

*State Engineer and Surveyor.*

## CHARACTERISTICS OF ROAD.

Length of road.....	18
Length of road in this State .....	18
Length of road laid.....	18
Length of road laid in this State.....	18
Length of double track, including sidings .....	3
Length of main line of road from Rochester to Avon.....	18

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.\*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JEROME BUTTERFIELD.....	Rochester,
HENRY C. ROBERTS.....	Rochester,
LEVI A. WARD.....	Rochester,
WILLIAM N. SAGE.....	Rochester,
CHARLES E. UPTON.....	Rochester,
SAMUEL D. PORTER.....	Rochester,
JOHN LUTES.....	Rochester,
JOHNSON I. ROBBINS.....	Rochester,
JAMES BRACKETT.....	Rochester,
CHAUNCEY B. WOODWORTH.....	Rochester,
GILMAN H. PERKINS.....	Rochester,
DANIEL W. POWERS.....	Rochester,
S. D. PORTER.....	Rochester,

JAMES BRACKETT..... President.

CHARLES E. UPTON..... Secretary and Treasurer.

Communications intended for this company should be addressed, C. E. UPTON, 34 State street, Rochester, Monroe county, N. Y.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) C. E. UPTON, Treasurer.

\* NOTE.—Interest on stock .....

Organization expenses.....

— Paid by the Erie and New York, Lake Erie and Western Railroad Companies, as reported by the  
State Engineer and Surveyor.



(No. 150.)

## ROCHESTER, NUNDA AND PITTSBURGH.

OF NEW YORK, }  
 ss. :  
 of Livingston County, }

CHARLES L. BINGHAM, Treasurer of the Rochester, Nunda and Pittsburgh Railroad, being sworn, deposes and says, that the statements in the annexed report, have been signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) CHARLES L. BINGHAM.

and sworn to before me, }  
 on day of November, 1878. }

H. H. SUMMERS,

*Notary Public.*

## STOCK AND DEBTS.\*

Stock, as by charter .....	\$400,000 00
of stock subscribed .....	400,000 00
paid in, as by last report .....	400,000 00
now paid in of capital stock. ....	400,000 00
debt, as by last report .....	400,000 00
now of funded debt .....	400,000 00
now of funded and floating debt .....	400,000 00
rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
of road and equipment .....	\$400,000 00	\$400,000 00

## CHARACTERISTICS OF ROAD.

road, about .....	18 miles.
road in this State, about .....	18 "
road laid, about .....	18 "
road laid in this State, about .....	18 "
rail, per yard, on main track, suppose .....	56 pounds.
main line of road from Mt. Morris to Rosse's crossing, .....	18 miles.

Company was organized by certificate, filed on or about August 27, 1877, on the first mortgage, given by the Rochester, Nunda and Pennsylvania Railroad Company, to the bondholders, parties to the contract of reorganization. The stock was, on the reorganization, called \$400,000, and bonds were issued by the new company for \$400,000. No cash was paid in on stock, the stock being treated as paid up, by the said bondholders' ownership or interest in the road. Of the \$400,000 bonded debt, the bonds are held in reserve to complete the road, and are now in the hands of the said bondholders as security for a part of the expenses of foreclosure, trustees commissions, cost of and payment of purchase money in part. The company has about 18 miles of what was four years ago, substantially a completed road of four foot eight and a-half inch road never was operated, and we have now no engineer or superintendent who can make an affidavit. The company have had no detailed estimate made of the cost of the road, having been, since filing the certificate of organization, in position to call for the estimate of persons competent to make the estimate.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE JEROME .....	Detroit, Mich.
SIMON SIMPSON .....	Detroit, Mich.
S. GUILFORD SMITH .....	Buffalo, N. Y.
FRANKLIN D. LAKE .....	Nunda, N. Y.
GEORGE M. OSGOODBY .....	Nunda, N. Y.
JAMES C. COCHRANE .....	Rochester, N. Y.
CHARLES L. BINGHAM .....	Mt. Morris, N. Y.
CHARLES W. LEAVITT .....	Philadelphia, Pa.

GEORGE JEROME .....	President, Detroit, Mich.
CHARLES L. BINGHAM .....	Treasurer, Mt. Morris, N. Y.
CHARLES W. LEAVITT .....	Secretary, Philadelphia, Pa.

Communications intended for this company should be addressed, CHAS. L. BINGHAM, Mt. Morris, Livingston county, N. Y.

The undersigned has prepared the foregoing statements, and believes them to be correct.

(Signed) CHARLES L. BINGHAM, Treasurer.

(No. 151.)

## ROCHESTER AND STATE LINE.

STATE OF NEW YORK, }  
*Monroe County,* } ss.:

DONALD McNAUGHTON, Secretary and Treasurer, and JAMES E. CHILDS, Superintendent of operations of the Rochester and State Line Railway Company, being severally sworn, each for himself deposes and says, that the statement annexed report, which has been signed by each of them, at the end thereof, is true and correct, according to the best of his knowledge, information, and belief.

(Signed) DONALD McNAUGHTON,  
 J. E. CHILDS.

Subscribed and sworn to before me, }  
 this 13th day of January, 1879. }

WM. H. OLMSTED,  
*Notary Public, Monroe Co., N. Y.*

## STOCK AND DEBTS.

1 Capital stock, as by charter* .....	\$2,000,000
2 Amount of stock subscribed .....	
3 Amount paid in, as by last report .....	
4 Total amount now paid in of capital stock .....	
5 Funded debt, as by last report † .....	1,100,000
6 Total amount now of funded debt ‡ .....	2,100,000

\* Capital stock increased to \$2,500,000, by authority of chapter 84, Laws of 1876.

† Interest thereon, agreed to be funded, \$156,100.

‡ NOTE.—The "last report" referred to above was for 1876. This company did not make a report for the year 1877.

*State Engineer and*

debt, as by last report. ....	473,301 90
ent now of floating debt. ....	109,386 80
ount now of funded and floating debt .....	2,452,946 80
te, per annum, of interest on funded debt. ....	7 per cent.

s. 1 and 2. By act of Legislature, chapter 178, Laws of 1872, municipal s were permitted to subscribe for bonds instead of stock.

4. Error in report of 1876, by charging stock with loan on bonds.

6. The bonded debt first mortgage issued is by law limited to \$20,000 length of road; bonds entered as issued, in excess of that amount, were atoral to debts and issued prior to passage of act of Legislature, chapter 1876, but are to be canceled and retired, to the amount limited above.

8. Total amount of floating debt \$109,386.80, of which \$58,489.40 is old which \$42,313.93 is secured by pledge of first mortgage bonds, reported sued.

9. That part of floating debt provided for by reservation of first mort- included in amount noted above as issued, is included in this item.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
tion and masonry .....	\$706,008 17	\$772,382 90
.....	24,232 11	57,728 04
ure, including iron.....	417,628 31	898,317 38
and freight stations, buildings and .....	3,500 00	19,047 86
car houses, machine shops, machinery .....	1,800 00	1,800 00
damages, and fences .....	198,664 43	234,695 14
s and fixtures, and snow plows.....	25,000 00	98,050 06
and baggage cars .....	.....	19,149 97
other cars .....	6,827 29	111,832 29
r and agencies .....	86,120 00	97,374 24
ost of road and equipment .....	\$1,469,780 31	\$2,310,377 82

r, 1876, contract was made by this company for completion and equip- road, embracing the items marked \*, except three locomotives, snow agencies, for which contractor was to receive balance of bonds and k unissued, except bonds reserved to pay debts contracted prior to 1876. The figures above are based upon the amount paid by contractor of the said items, as far as the same can be ascertained.

## CHARACTERISTICS OF ROAD.

oad.....	107.56 miles.
oad in this State.....	107.56 "
oad laid .....	107.56 "
oad laid in this State.....	107.56 "
idings.....	10.68 "
ail, per yard, on main track. ....	56 pounds.
engine-houses and shops.....	1
engines.....	11



Number of first-class passenger cars .....	
Number of second-class passenger cars .....	
Number of baggage, mail, and express cars .....	
Number of freight cars, including coal cars .....	
Length of main line of road from Rochester to Salamanca .....	

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by passenger trains .....	
Number of miles run by freight trains .....	
Number of passengers (all classes) carried in cars .....	
Number of miles traveled by passengers, or number of passengers carried one mile .....	
Number of tons, of 2,000 pounds, of freight carried in cars .....	
Total movement of freight, or number of tons carried one mile .....	
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour) .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by express trains, including stops ...	
Rate of speed of same when in motion .....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	
Average weight in tons, of freight trains, exclusive of freight. ....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest .....	
Of animals .....	
Of vegetable food .....	
Other agricultural products .....	
Manufactures .....	
Merchandise .....	
Coal .....	
Oil, crude .....	
Other articles .....	
Total .....	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE  
MILE, AS FOLLOWS:

For first-class through passengers .....	
For first-class way passengers .....	
Commutation tickets, about .....	



## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$25,708 43	\$6,427 11	\$19,281 32
Repairs of bridges. ....	2,098 10	524 27	1,573 83
Repairs of telegraph. ....	55 05	13 76	41 29
Repairs of buildings. ....	2,409 12	602 28	1,806 84
Repairs of fences and gates. ....	518 34	129 58	388 76
Taxes on real estate. ....	5,549 33	1,387 34	4,161 99
Totals. ....	\$36,338 37	\$9,084 34	\$27,254 03

## REPAIRS OF MACHINERY.

Repairs of engines and tenders. ....	\$5,232 71	\$1,308 18	\$3,924 53
Repairs of passenger and baggage cars. ....	2,731 02	2,731 02	.....
Repairs of freight cars. ....	2,667 19	.....	2,667 19
Repairs of tools and machinery in shops. ....	503 25	125 81	377 44
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	188 31	47 08	141 23
Totals. ....	\$11,322 48	\$4,212 09	\$7,110 39

## EXPENSES—(Continued).

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$8,651 56	\$2,162 89	\$6,488 67
Agents and clerks .....	11,259 19	2,814 79	8,444 40
Labor: loading and unloading freight.....	347 18	.....	347 18
Porters, watchmen, and switchtenders .....	3,695 66	923 92	2,771 74
Wood and water station attendance .....	514 66	128 42	386 24
Conductors, baggage and brakemen .....	8,567 56	2,141 89	6,425 67
Enginemen and firemen.....	10,421 10	2,605 28	7,815 82
Fuel: cost and labor of preparing for use .....	19,082 21	4,770 56	14,311 65
Oil and waste for engines and tenders, and cars.....	2,801 34	700 34	2,101 00
Loss and damage of goods and baggage .....	40 75	10 19	30 56
Damage for injuries of persons .....	75 00	18 75	56 25
Damage to property, including damages by fire and cattle killed on road. ....	1,032 50	258 12	774 38
General superintendence .....	2,400 00	600 00	1,800 00
Contingencies .....	15,492 92	794 56	14,698 36
Totals .....	\$84,381 63	\$17,929 71	\$66,451 92



## SUBDIVISION OF CONTINGENCIES.

ice .....	\$12,314 68
e.....	1,000 00
neous .....	2,178 24
l.....	\$15,492 92

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ing road-bed, etc.....	\$36,338 37	\$9,048 34	\$27,254 03
of machinery.....	11,322 48	4,212 09	7,110 39
g.....	84,381 63	17,929 71	66,451 92
ls.....	\$132,042 48	\$31,226 14	\$100,816 34

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
m passengers.....	\$49,141 97
m freight.....	154,267 42
m other sources.....	*11,035 16
Total .....	\$214,444 55

REIPTS.	
m passengers.....	\$48,662 48
m freight.....	134,635 17
merican Express .....	\$2,308 99
service .....	516 17
in news agent.....	175 00
ts.....	35 00
	3,035 16
Total .....	\$186,332 81

## MENTS OTHER THAN FOR CONSTRUCTION.

transportation expenses.....	\$132,042 48
interest.....	7,089 91
Total .....	\$139,132 39

railway was opened for freight and passenger traffic from Rochester to Sala-  
May 16, 1878.

\* Part official and part estimated. Carrying mail not adjusted.



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.						
December 23 .....	....	....	1	....	....	....
1878.						
February 18 .....	....	....	....	1	....	....
February 26 .....	....	....	....	1	....	....
April 4 .....	....	....	....	....	....	1
June 6 or 7 .....	....	....	....	....	1	....
August 17 .....	....	....	....	1	....	....
August 28 .....	....	....	....	1	....	....
September 26 .....	....	....	....	1	....	....
Totals .....	....	....	1	5	1	1

Not in either case from carelessness or negligence of any person in the corporation.

*The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each the name of such person, as follows:*

1877.

December 23. John G. Laird, laborer, on ballasting train in employ of fell between cars and was killed, about five miles west of Gainesville.

1878.

February 18. Martin Yeuski, laborer, on ballasting train in employ of fell off car, and was run over near Great Valley; leg amputated; survived.

February 26. Jerry Mahoney, laborer, on ballasting train in employ of had hand injured coupling cars at Rock Glen; survived.

April 4. Edward Mead, boy, about 13 years of age, playing around Gainesville, foot taken off; survived.

June 6. Child, named Burlingame, two years old, playing on track crossing, Great Valley; killed.

August 17. William Brown, laborer, on gravel train, walking on track by work-train at Gainesville; leg cut off; survived.

August 28. Eugene Houghtaling, fireman, fell off oil train, between and Pearl Creek, while going from engine back to caboose; arm cut off;

September 26. L. T. Jenkins, station agent at Le Roy, foot injured, while cars in yard; toes smashed; survived.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ER ALLEN .....	Mumford, N. Y.
P. S. BROWN .....	Scottsville, N. Y.
D. McNAUGHTON .....	Mumford, N. Y.
F. REYNOLDS .....	Rochester, N. Y.
AS LEIGHTON .....	Rochester, N. Y.
RGE E. MUMFORD .....	Rochester, N. Y.
ARD HARRIS .....	Rochester, N. Y.
RGE J. WHITNEY .....	Rochester, N. Y.
MAS BROWN, JR. ....	Scottsville, N. Y.
C S. WATERMAN .....	Philadelphia, Pa.
LIAM BRISTOL .....	Warsaw, N. Y.
USTUS FRANK .....	Warsaw, N. Y.
D. SCOTT .....	Ellicottsville, N. Y.
ALLEN .....	President, Mumford, N. Y.
McNAUGHTON .....	Treasurer and Secretary, Mumford, N. Y.
ILDS .....	Engineer and Superintendent, Rochester, N. Y.

Communications intended for this company should be addressed, JAMES E. CHILDS, Reynolds' Arcade, Rochester, Monroe county, N. Y.

Undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have had them as far as practicable, and believe them to be correct.

(Signed) DONALD McNAUGHTON, *Sec'y and Treas.*  
J. E. CHILDS, *Superintendent.*

(No. 152.)

## ROCKAWAY ELEVATED.

OF NEW YORK, }  
County, } ss.:

RILEY, President of the Rockaway Elevated Railroad Company, being deposed and says, that the statements in the annexed report, which has been submitted to him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. W. RILEY.

and sworn to before me, }  
on a day of December, 1878. }

ROBT. NELSON,  
*Notary Public, Kings Co., N. Y.*

## STOCK AND DEBTS.

Stock .....	\$500,000 00
Stock subscribed .....	28,000 00
Amount now paid in of capital stock .....	1,800 00
Amount now of floating debt .....	4,000 00



## CHARACTERISTICS OF ROAD.

Length of road.....  
 Length of main line of road from Far Rockaway to Rockaway Beach  
 and Jamaica Bay, and the lower end of the peninsula .....

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

W. W. RILEY.....	Brooklyn,
ROBERT WILSON.....	Brooklyn,
THOMAS C. MEIGHAM.....	Brooklyn,
GUSTAVUS F. DREW.....	Brooklyn,
EDWIN KETCHUM.....	Brooklyn,
D. O. KETCHUM.....	Linden, N
GEO. B. O. WEAVER.....	Brooklyn,
JOHN R. ROBINSON.....	Brooklyn,
W. P. COOK.....	Brooklyn,
J. B. BOSTWICK.....	Brooklyn,
JOHN M. KEHOE.....	Brooklyn,
H. P. BOSTWICK.....	Brooklyn,
HENRY DREW.....	Brooklyn,

W. W. RILEY..... President.

D. O. KETCHUM..... Treasurer and Secret

Communications intended for this company should be addressed, W.  
 Oceanus, Rockaway Beach, Queens county, N. Y.

The undersigned has caused the foregoing statements to be prepar  
 proper officers and agents of this company, from the books and record  
 examined them as far as practicable, and believes them to be correct.

(Signed) W. WILLSHIRE RILEY, F

(No. 153.)

## ROME AND CLINTON.

STATE OF NEW YORK, } ss.:  
 Oneida County,

ANDREW W. MILLS, Treasurer and Secretary, and W. G. OAKMAN, actin  
 tendent of operations of the Rome and Clinton Railroad Company, being  
 sworn, each for himself deposes and says, that the statements in the ann  
 which has been signed by each of them, at the end thereof, are true a  
 according to the best of his knowledge, information, and belief.

(Signed) A. W. MU  
 W. G. OA

Subscribed and sworn to before me, }  
 by A. W. Mills, this 23d day of }  
 November, 1878.

A. W. BRONSON,  
*Notary Public, Oneida County, N. Y.*

Subscribed and sworn to before me, }  
 by W. G. Oakman, this 15th day }  
 of November, 1878.

J. M. BUTLER,  
*Notary Public.*



## STOCK AND DEBTS.

Stock, as by charter .....	\$370,000 00
of stock subscribed .....	275,000 00
paid in, as by last report .....	275,000 00
Amount now paid in of capital stock .....	275,000 00
Debt, as by last report .....	20,000 00
Debt, as by last report .....	9,000 00
Amount now of floating debt .....	9,000 00
Amount now of funded and floating debt .....	9,000 00
Rate, per annum, of interest on funded debt .....	7 per cent.

Road is leased to the Delaware and Hudson Canal Company, and operated by Delaware, Lackawanna and Western Railroad Company; and the statements of operations only, of this road are furnished by the latter company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Station and masonry .....	\$286,800 00	\$286,800 00
Structures, including iron .....		
and freight stations, buildings and .....		
and car houses, machine-shops, ma- .....		
and fixtures .....	6,200 00	6,200 00
and damages, and fences .....	7,000 00	7,000 00
Cost of road and equipment .....	60,000 00	60,000 00
	\$360,000 00	\$360,000 00

## CHARACTERISTICS OF ROAD.

Length of road .....	12.70 miles.
Length of road in this State .....	12.70 "
Length of road laid .....	12.70 "
Length of road laid in this State .....	12.70 "
Double track, including sidings .....	1 "
Weight of rail, per yard, on main track .....	60 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from Rome to Clinton .....	12.70 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	7,725
Number of miles run by freight trains .....	8,367
Number of passengers (all classes) carried in cars .....	30,475
Number of miles traveled by passengers, or number of passengers .....	220,463
Number of tons, of 2,000 pounds, of freight carried in cars .....	27,773
Number of tons of freight, or number of tons carried one mile .....	314,607
Rate of speed adopted by ordinary passenger trains, includ- .....	20
Rate of speed of same when in motion .....	26

Average rate of speed adopted by express trains, including stops ...  
 Rate of speed of same when in motion .....  
 Average rate of speed adopted by freight trains, including stops....  
 Rate of speed of same when in motion .....

Average weight, in tons, of passenger trains, exclusive of passengers  
 and baggage .....  
 Average weight, in tons, of freight trains, exclusive of freight .....

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest .....  
 Of animals .....  
 Of vegetable food.....  
 Other agricultural products... ..  
 Manufactures .....  
 Merchandise .....  
 Coal .....  
 Other articles .....

Total .....

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE C  
 MILE, AS FOLLOWS :

For first-class through passengers .....  
 For first-class way passengers .....

## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting the cost of iron.....	\$5,834 32	\$1,844 15	\$3,990 17
Repairs of bridges.....	622 41	311 20	311 21
Repairs of buildings.....	151 73	135 78	15 95
Repairs of fences and gates.....	21 94	1 14	20 80
Taxes on real estate.....	2,104 93	1,052 46	1,052 47
Totals.....	\$8,735 33	\$3,344 73	\$5,390 60
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$609 47	\$303 55	\$305 92
Repairs of passenger and baggage cars.....	228 28	228 28	.....
Repairs of freight cars.....	73 25	.....	73 25
Totals.....	\$911 00	\$531 83	\$379 17



## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$117 18	\$58 59	\$68 59
Agents and clerks.....	1,652 85	826 42	826 43
Labor: loading and unloading freight. ....	426 01	.....	426 01
Porters, watchmen, and switchtenders.....	655 08	342 54	342 54
Wood and water station attendance.....	48 44	24 22	24 22
Conductors, baggage and brakemen.....	1,712 13	795 29	916 84
Enginemen and firemen.....	1,404 10	640 41	763 69
Fuel: cost and labor of preparing for use.....	3,468 34	1,729 17	1,729 17
Oil and waste for engines and tenders.....	105 39	53 43	51 96
Oil and waste for freight cars.....	11 87	.....	11 87
Oil and waste for passenger and baggage cars.....	25 31	25 31	.....
Loss and damage of goods and baggage.....	3 70	3 70	.....
Damage for injuries of persons.....	8 18	4 09	4 09
Damages to property, including damages by fire and cattle killed on road.....	25 09	.....	25 09
General superintendence.....	144 00	72 00	72 00
Contingencies.....	2,846 83	291 86	2,554 97
Totals.....	\$12,674 50	\$4,867 03	\$7,807 47

.....	\$2,554 97
.....	291 86
.....	<u>\$2,846 83</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
g road-bed, etc. ....	\$8,735 33	\$3,344 73	\$5,390 60
machinery .....	911 00	531 83	379 17
.....	12,674 50	4,867 03	7,807 47
.....	<u>\$22,320 83</u>	<u>\$8,743 59</u>	<u>\$13,577 24</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.	
passengers .....	\$6,395 69
freight .....	9,880 51
other sources .....	1,916 54
total .....	<u>\$18,192 74</u>

PTS.	
passengers .....	\$6,395 69
freight .....	9,880 51
ss. ....	\$750 00
.....	611 01
, etc. ....	555 53
	<u>1,916 54</u>
total .....	<u>\$18,192 74</u>

## EXPENSES OTHER THAN FOR CONSTRUCTION.

transportation expenses .....	\$22,320 83
l to lessors* .....	25,000 00
total .....	<u>\$47,320 83</u>

## ACCIDENTS.

	Injured.
29, 1877 .....	<u>1</u>

ing is a statement of the date of each accident, the place where it occurred, n, the cause and the extent of the injuries inflicted upon each person, and e of such person, as follows:

ber 29. John Welch, brakeman, had his right hand severely crushed, pling cars at Clinton.

Principal of bonds .....	\$20,000 00
Interest on bonds .....	1,050 00
crossing expenses .....	400 00
Salaries .....	500 00
Surplus .....	3,050 00
Total .....	<u>\$25,000 00</u>

State Engineer and Surveyor.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

E. B. ARMSTRONG.....	Rome, N.
B. J. BEACH.....	Rome, N.
ALFRED ETHERIDGE.....	Rome, N.
W. S. BARTLETT.....	Clinton, N.
A. W. MILLS.....	Clinton, N.
O. S. WILLIAMS.....	Clinton, N.
J. E. ELLIOTT.....	Clinton, N.
ARMSTRONG PECK.....	Clinton, N.
L. H. SHATTUCK.....	Utica, N.
GEORGE B. PHELPS.....	Watertown
JOHN J. PARRY.....	Rome, N.
G. V. SELDEN.....	Rome, N.

W. S. BARTLETT..... President, Clinton, N. Y.

A. W. MILLS..... Treasurer and Secretary, Clinton,

W. G. OAKMAN..... Superintendent, Utica, N. Y.

Communications intended for this company should be addressed, A. W. Mills, Clinton, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) A. W. MILLS, *Secretary and*  
W. G. OAKMAN, *Superintendent*

(No. 154.)

## ROME, WATERTOWN AND OGDENSBURGH.

STATE OF NEW YORK, }  
Jefferson County, } ss.:

JOSEPH A. LAWYER, Treasurer, and EDGAR A. VAN HORNE, acting Superintendent of the Rome, Watertown and Ogdensburgh Railroad Company, severally sworn, each for himself deposes and says, that the statement annexed report, which has been signed by each of them, at the end thereof, is true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOSEPH A. LAWYER  
EDGAR A. VAN HORNE

Subscribed and sworn to before me, }  
this 19th day of November, 1878. }

F. D. SHERMAN,  
*Notary Public, Jefferson County.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$10
Amount of stock subscribed.....	3
Amount paid in, as by last report.....	3
Total amount now paid in of capital stock.....	3



## RAILROAD REPORT.

497

Debt, as by last report .....	\$7,749,900 00
Amount now of funded debt .....	7,749,900 00
Debt, as by last report .....	634,585 24
Amount now of floating debt .....	608,688 17
Amount now of funded and floating debt .....	8,358,588 17
Rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry .....	\$1,334,624 34	\$1,334,624 34
Structures, including iron .....	83,804 04	83,804 04
Buildings and freight stations, buildings and .....	1,422,135 63	1,422,135 63
Car houses, machine shops, machine .....	147,537 24	147,537 24
and fixtures .....	113,891 57	113,891 57
Damages, and fences .....	245,351 46	245,351 46
Engines and fixtures, and snow plows .....	234,036 65	234,036 65
Passenger and baggage cars .....	77,132 01	77,132 01
Freight and other cars .....	252,135 92	252,135 92
Telegraph and agencies .....	89,351 14	89,351 14
Albany and Syracuse Northern Divisions ..	5,321,314 45	5,350,915 21
Total cost of road and equipment .....	\$9,321,314 45	\$9,350,915 21

## CHARACTERISTICS OF ROAD.

Length of road .....	141.11 miles.
Length of road in this State .....	141.11 "
Length of road laid .....	141.11 "
Length of road laid in this State .....	141.11 "
Length of double track, including sidings .....	54.95 "
Length of branches owned and leased by the company, laid * .....	267.77 "
Length of double track laid on same .....	35.89 "
Weight of rail, per yard, on main track .....	56 and 60 lbs.
Number of engine-houses and shops .....	10
Number of engines .....	55
Number of first-class passenger cars .....	33
Number of second-class and emigrant passenger cars .....	20
Number of baggage, mail, and express cars .....	23
Number of freight cars .....	1,182
Number of service cars .....	17
Length of main line of road from Rome to Ogdensburgh .....	141.11 miles.

## TRAFFIC OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	666,605
Number of miles run by freight trains .....	387,003
Number of miles run by other trains .....	81,436
Number of passengers (all classes) carried in cars .....	576,974
Number of miles traveled by passengers, or number of passengers .....	15,199,509

Includes Syracuse and Lake Shore Division and Oswego and Rome leased line.

Number of tons, of 2,000 pounds, of freight carried in cars .....	
Total movement of freight, or number of tons carried one mile .....	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by express trains, including stops ..	
Rate of speed of same when in motion .....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	
Average weight, in tons, of freight trains, exclusive of freight .....	

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest.....	
Of animals.....	
Of vegetable food.....	
Other agricultural products .....	
Manufactures .....	
Merchandise .....	
Other articles .....	
Total .....	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE  
PER MILE, AS FOLLOWS:

For first-class through passengers .....	
For first-class way passengers.....	



## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$183,142 56	\$81,047 52	\$122,095 04
Cost of iron used in repairs.....	36,189 31	12,068 10	24,126 21
Alotted to passenger transportation:			
Length in feet.....	60,293		
Weight in pounds.....	1,205,866		
Alotted to freight transportation:			
Length in feet.....	120,587		
Weight in pounds.....	2,411,734		
Repairs of buildings.....	16,315 74	10,877 16	5,438 58
Repairs of fences and gates.....	4,238 08	1,412 02	2,824 06
Taxes on real estate.....	87,845 51	29,281 84	58,563 67
Totals.....	\$327,729 20	\$114,681 64	\$213,047 56

## REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$47,135 73	\$15,711 91	\$31,423 81
Repairs of passenger and baggage cars.....	39,916 17	32,916 17	.....
Repairs of freight cars.....	36,466 47	.....	36,466 47
Repairs of tools and machinery in shops.....	5,685 75	1,895 25	3,790 50
Totals.....	\$122,204 11	\$50,523 33	\$71,680 78



Number of tons, of 2,000 pounds, of freight carried in cars .....  
 Total movement of freight, or number of tons carried one mile.....

Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....  
 Rate of speed of same when in motion .....  
 Average rate of speed adopted by express trains, including stops ...  
 Rate of speed of same when in motion .....  
 Average rate of speed adopted by freight trains, including stops....  
 Rate of speed of same when in motion .....

Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....

Average weight, in tons, of freight trains, exclusive of freight.....

#### THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....  
 Of animals.....  
 Of vegetable food.....  
 Other agricultural products .....  
 Manufactures .....  
 Merchandise .....  
 Other articles .....  
 Total .....

#### THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE PER MILE, AS FOLLOWS:

For first-class through passengers ..... 2  
 For first-class way passengers.....

## EXPENSES.

## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$183,142 56	\$61,047 52	\$122,095 04
Cost of iron used in repairs.....	36,189 31	12,068 10	24,126 21
Allofted to passenger transportation:			
Length in feet.....	60,293		
Weight in pounds.....	1,206,866		
Allofted to freight transportation:			
Length in feet.....	120,587		
Weight in pounds.....	2,411,734		
Repairs of buildings.....	16,315 74	10,877 16	5,438 58
Repairs of fences and gates.....	4,236 08	1,412 02	2,824 06
Taxes on real estate.....	87,845 51	29,281 84	58,563 67
Totals.....	\$327,729 20	\$114,681 64	\$213,047 56
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$47,135 72	\$15,711 91	\$31,423 81
Repairs of passenger and baggage cars.....	32,916 17	32,916 17	.....
Repairs of freight cars.....	36,466 47	.....	36,466 47
Repairs of tools and machinery in shops.....	5,685 75	1,895 25	3,790 50
Totals.....	\$122,204 11	\$50,523 33	\$71,680 78



## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$5,637 67	\$1,879 22	\$3,758 45
Agents and clerks.....	73,527 86	24,509 28	49,018 58
Labor: loading and unloading freight.....	15,706 61	.....	15,706 61
Porters, watchmen, and switchtenders.....	16,683 93	5,527 98	11,055 95
Wood and water station attendance.....	2,830 01	943 33	1,886 68
Conductors, baggage and brakemen.....	48,299 29	16,099 76	32,199 53
Enginemen and firemen.....	63,284 02	21,094 67	42,189 35
Fuel: cost and labor of preparing for use.....	125,763 47	41,921 16	83,842 31
Oil and waste for engines, tenders, and cars.....	12,708 09	4,236 03	8,472 06
Loss and damage of goods and baggage.....	482 90	160 97	321 93
Damage for injuries of persons.....	671 00	224 00	447 00
Damage to property, including damages by fire and cattle killed on road.....	2,008 30	669 43	1,338 87
General superintendence.....	4,600 00	1,500 00	3,000 00
Freight car service.....	5,954 63	.....	5,954 63
Contingencies.....	35,147 73	11,715 91	23,431 82
Totals.....	\$413,105 51	\$130,481 74	\$282,623 77
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.....	\$327,729 20	\$114,681 64	\$213,047 56
Repairs of machinery.....	122,204 11	50,523 33	71,680 78
Operating.....	413,105 51	130,481 74	282,623 77



## RAILROAD REPORT.

501

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.	
passengers.....	\$443,388 40
freight.....	656,046 13
other sources.....	114,351 85
Total.....	<u>\$1,213,786 38</u>

PTS.	
passengers.....	\$443,388 40
freight.....	656,046 13
.....	\$34,949 20
service.....	8,875 29
ess.....	34,257 72
sources.....	25,746 48
	<u>103,828 69</u>
Total.....	<u>\$1,203,263 22</u>

## EXPENSES OTHER THAN FOR CONSTRUCTION.

transportation expenses.....	\$863,038 82
interest*.....	417,205 33
of Oswego and Rome Railroad.....	24,000 00
Total.....	<u>\$1,304,244 15</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
22.....	....	....	....	....	1	....	1	....
26.....	....	....	....	....	1	....	1	....
1878.								
3.....	....	....	....	....	1	....	1	....
20.....	....	....	....	....	1	....	1	....
.....	....	....	....	....	4	....	4	....

ing is a statement of the date of each accident, the place where it occurred,  
 , the cause and the extent of the injuries inflicted upon each person, and  
 e of such person, as follows:

22. Eliza Bennett, sleeping side of track, three miles north of Adams  
 as struck by train No. 3 and killed.  
 per 26. Mosgrove Gardner, a deaf mute, walking on track near Evans\*  
 struck by train No. 4 and killed.

paid for Oswego and Rome Railroad as follows:	
\$25,000 first mortgage bonds (included in interest).....	\$22,750 00
ent on \$300,000 capital stock.....	24,000 00
	<u>\$46,750 00</u>

1878.

April 3. Edward Williams, drunk and lying on track near Potsdam, by train No. 21 and killed.

April 20. Alfred J. Marceau jumped from train No. 1, as it was near burgh depot, and was killed.

# NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## *Directors.*

SAMUEL SLOAN.....	New York
MOSES TAYLOR.....	New York
CHRISTIAN ZABRISKIE.....	New York
WM. E. DODGE.....	New York
JOHN S. BARNES.....	New York
PERCY R. PYNE.....	New York
GARDNER COLBY.....	Boston, Ma
JOHN S. FARLOW.....	Boston, Ma
TALCOTT H. CAMP.....	Watertown,
OLON D. HUNGERFORD.....	Adams, N.
WM. M. WHITE.....	Canaseraga
THEODORE IRWIN.....	Oswego, N.

SAMUEL SLOAN..... President.

JOSEPH A. LAWYER..... } Treasurer and Secretary  
Watertown, N. Y.

EDGAR A. VAN HORNE..... Superintendent.

Communications intended for this company should be addressed, Jefferson county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records examined them as far as practicable, and believe them to be correct.

(Signed) J. A. LAWYER, Treasurer  
E. A. VAN HORNE, Superintendent

(No. 155.)

## RYE LAKE.

STATE OF NEW YORK, }  
City and County of New York, } ss.:

GEORGE B. SATTELER, President, and HARRY GUY, acting Secretary of the Rye Lake Railroad Company, being severally sworn, each for himself depose that the statements in the annexed report, which has been signed by each at the end thereof, are true and correct, according to the best of his information, and belief.

(Signed) GEORGE B. SATTELER,  
HARRY GUY,

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

GEORGE E. CARPENTER,  
Notary Public (No. 210), New York County.



## RAILROAD REPORT.

503

## STOCK AND DEBTS.

Stock, as by charter .....	\$200,000 00
of stock subscribed .....	120,000 00
paid in, as by last report .....	4,400 00
Amount now paid in of capital stock .....	4,400 00
Debt, as by last report. ....	7,000 00
Amount now of funded debt. ....	7,000 00
Debt, as by last report. ....	3,088 87
Amount now of floating debt. ....	3,788 87
Amount now of funded and floating debt .....	10,788 87
Rate, per annum, of interest on funded debt. ....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and masonry .....	\$3,053 19	\$3,053 19
and damages, and fences. ....	2,288 15	2,288 15
Engineering and agencies .....	1,626 15	1,626 15
Total cost of road and equipment .....	\$6,967 49	\$6,967 49

## CHARACTERISTICS OF ROAD.

Length of road .....	4.25 miles.
Length of road in this State .....	4.25 "
Location of main line of road from Rye Lake to Kensico on New York Central Railroad .....	4.25 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE B. SATTERLEE .....	New York.
WILLIAM MARSH .....	New York.
JOHN LATHROP .....	New York.
JOHN AS WINSOR .....	New York.
JOHN HINDS .....	New York.
JOHN AM HINDS .....	New York.
JOHN BARBOUR .....	New York.
JOHN TOWNSEND .....	New York.
JOHN HENCE G. HARNEY .....	New York.
JOHN H. WHITEMORE .....	New York.

JOHN BERGE B. SATTERLEE .....	President and Treasurer.
JOHN LARRY GUY .....	Acting Secretary.

Communications intended for this company should be addressed, G. B. SATTERLEE,  
No. 66 Broadway, New York city.

Report not signed.  
State Engineer and Surveyor.



(No. 156.)

## SARATOGA AND SCHENECTADY.

STATE OF NEW YORK, }  
*Rensselaer County,* } ss.:

GEORGE H. CRAMER, President, and GEORGE H. PERRY, Secretary and Treasurer of the Saratoga and Schenectady Railroad Company, being severally sworn, each self deposes and says, that the statements in the annexed report, which are signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. H. C.  
 G. H. PERRY

Subscribed and sworn to before me, }  
 this 27th day of November, 1878. }

J. H. HUNTINGTON,  
*Notary Public, Troy, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$
Amount of stock subscribed. ....	
*Amount paid in, as by last report .....	
*Total amount now paid in of capital stock .....	

The increase of capital stock from \$300,000 to \$450,000 was made by the issue of its bonds in part, and by an increase of stock to represent its part. The lease, as it is leased in perpetuity at 7 per cent on \$450,000.

This road is leased to the Rensselaer and Saratoga Railroad Company, which is operated by the Delaware and Hudson Canal Company.

The doings of the year in transportation and total miles run are embodied in the report of the Rensselaer and Saratoga Railroad Department of the Delaware and Hudson Canal Company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment † .....	\$480,684 15	\$

## CHARACTERISTICS OF ROAD.

Length of road .....	
Length of road in this State .....	
Length of road laid .....	
Length of road laid in this State .....	
Length of main line of road from Saratoga Springs to Schenectady ..	

By the original lease of 1850, the rolling stock was valued at some \$300,000. A new lease was made in 1861, in perpetuity, to the Rensselaer and Saratoga Railroad Company.

\*NOTE.—Chapter No. 43, Laws of 1873, authorize the stockholders to increase the capital stock to \$300,000.

†NOTE.—The amount previously reported at \$484,684 15 was erroneous. This cost was that they cannot give the details, the books having been destroyed by fire a number of years since.

State Engineer and

All the rolling stock was surrendered to the Rensselaer and Saratoga in fee, necessarily no account has been kept of it, as it is the absolute property of the Rensselaer and Saratoga Railroad Company.

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Other sources * .....	\$32,950 00
Dividends on stock, seven per cent.....	\$31,500 00
Dividends to surplus fund.....	1,450 00
Total .....	\$32,950 00
Total amount of surplus fund .....	\$18,172 13

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE H. CRAMER .....	Troy, N. Y.
THOMAS GALE .....	Troy, N. Y.
WILLIAM M. WARREN .....	Troy, N. Y.
JOHN M. TIBBITS .....	Troy, N. Y.
JOHN W. LOCKWOOD .....	Troy, N. Y.
JOHN N. LOCKWOOD .....	Troy, N. Y.
ANDREW C. CRAMER .....	Troy, N. Y.
JOHN E. WARREN .....	Troy, N. Y.
JOHN M. MARVIN .....	Saratoga Springs.

GEORGE H. CRAMER .....

President.

GEORGE H. PERRY .....

Treasurer and Secretary.

Communications intended for this company should be addressed, G. H. CRAMER, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEO. H. CRAMER, *President.*  
GEO. H. PERRY, *Secretary and Treasurer.*

(No. 157.)

## SCHENECTADY AND DUANESBURGH.

OF NEW YORK, }  
Schenectady County, } ss.:

JOHN HARTT, Secretary and Treasurer of the Schenectady and Duanesburgh Railroad Company, being duly sworn, deposes and says, that the statements in the foregoing report are true.

Includes \$31,750, paid by the Delaware and Hudson Canal Company to the Rensselaer and Saratoga Railroad Company as rent.

*State Engineer and Surveyor.*



annexed report, which has been signed by him, at the end thereof, and correct, according to the best of his knowledge, information, and belief.

Subscribed and sworn to before me, }  
this 25th day of November, 1878. }

(Signed) JAMES C.

JOHN A. PATTISON,

*Notary Public, Kings County.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	
Amount of stock subscribed .....	
Amount paid in, as by last report .....	
Total amount now paid in of capital stock .....	
Funded debt, as by last report .....	
Total amount now of funded debt .....	
Total amount now of funded and floating debt .....	
Average rate, per annum, of interest on funded debt .....	

This road is leased in perpetuity to the Delaware and Hudson Canal Company. The operations will be reported by the latter company.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment* .....	\$450,000 00	

#### CHARACTERISTICS OF ROAD.

Length of road .....	
Length of road in this State .....	
Length of road laid .....	
Length of road laid in this State .....	
Length of double track, including sidings .....	
Weight of rail, per yard, on main track .....	
Length of main line of road from Schenectady to Quaker Street Junction .....	

#### EARNINGS AND CASH RECEIPTS AND PAYMENTS. †

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

THOMAS DICKSON .....	Scranton
COE F. YOUNG .....	Honesdale
ROBERT OLYPHANT .....	New York
CHARLES W. WENTZ .....	Albany
JAMES C. HARTT .....	New York
RODMAN G. MOULTON .....	New York
GEORGE L. HAIGHT .....	New York
GEORGE HART .....	New York

COE F. YOUNG .....

President.

JAMES C. HARTT .....

Treasurer and Secretary.

\* NOTE. — This road cost the company at the time of foreclosure, in 1873, about \$30,000, which was afterward expended.

† NOTE. — See lessee's report of Albany and Susquehanna Railroad, \$30,000 interest on bonds.

*State Engineer and Surveyor.*



communications intended for this company should be addressed, Delaware and Maryland Company, New York city.

Witness my hand and seal this 15th day of November, 1878, and has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has caused them to be signed as far as practicable, and believes them to be correct.

(Signed) JAMES C. HARTT, *Secretary and Treasurer.*

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(No. 158.)

**SCHOHARIE VALLEY.**

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NEW YORK, }  
Schoharie County, } ss.:

JAMES C. HARTT, President, and LUCIAN VROMAN, acting Superintendent of operations of Schoharie Valley Railroad Company, being severally sworn, each for himself, says, that the statements in the annexed report, which has been signed by them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed) JACOB VROMAN,  
LUCIAN VROMAN.

and sworn to before me, }  
this 15th day of November, 1878. }

JOHN GEBHARD, Jr.,  
*Notary Public for Schoharie County.*

**STOCK AND DEBTS.**

Capital stock, as by charter .....	\$100,000 00
Capital stock subscribed .....	100,000 00
Capital stock paid in, as by last report .....	100,000 00
Capital stock now paid in of capital stock .....	100,000 00
Debt, as by last report .....	34,500 00
Debt now of funded debt .....	34,500 00
Debt, as by last report .....	1,000 00
Debt now of floating debt .....	1,000 00
Debt now of funded and floating debt .....	35,500 00
Interest, per annum, of interest on funded debt .....	7 per cent.

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## COST OF ROAD AND EQUIPMENT.

	By last report.	By n
For graduation and masonry .....	\$26,006 26	
For bridges .....	5,681 20	
Superstructure, including iron. ....	36,341 75	
Passenger and freight stations, buildings and fixtures .....	4,699 59	
Engine and car houses, machine shops, machinery and fixtures .....	1,600 00	
Land, land damages, and fences .....	11,623 00	
Locomotives and fixtures, and snow plows .....	10,844 70	
Passenger and baggage cars.....	4,870 00	
Freight and other cars .....	396 80	
Engineering and agencies .....	900 00	
Total cost of road and equipment.....	\$102,963 30	

## CHARACTERISTICS OF ROAD.

Length of road .....	50
Length of road in this State.....	
Length of road laid.....	
Length of road laid in this State.....	
Length of double track, including sidings.....	
Weight of rail, per yard, on main track .....	50
Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars .....	
Number of second-class and emigrant passenger cars.....	

Length of main line of road from Schoharie to Schoharie Junction...

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES R

Number of miles run by passenger trains .....	}*
Number of miles run by freight trains.....	
Number of miles traveled by passengers, or number of passengers carried one mile .....	
Number of tons, of 2,000 pounds, of freight carried in cars.....	
Total movement of freight, or number of tons carried one mile.....	
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	
Average weight, in tons, of freight trains, exclusive of freight .....	

\* Mixed trains.

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest .....	180
Food .....	200
Cultural products .....	2,300
.....	1,000
.....	3,800
.....	2,200
.....	620
.....	<u>10,300</u>

## OF FARE FOR PASSENGERS CHARGED FOR THE RESPECTIVE CLASSES PER

MILE, AS FOLLOWS:

First class through passengers .....	<u>5 cents.</u>
--------------------------------------	-----------------



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron. ....	\$1,259 65	\$629 82	\$629 83
Repairs of telegraph. ....	24 55	12 27	12 26
Cost of iron used in repairs. ....	395 00	197 50	197 50
Repairs of buildings. ....	93 67	46 83	46 84
Repairs of fences and gates. ....	103 23	51 61	51 62
Taxes on real estate. ....	424 61	212 30	212 31
Totals. ....	\$2,300 71	\$1,150 33	\$1,150 38
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$330 88	\$195 44	\$195 44
Repairs of passenger and baggage cars. ....	10 67	10 67	.....
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	45 48	22 74	22 74
Totals. ....	\$447 03	\$228 85	\$218 18

## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Agents and clerks.....	\$420 00	\$210 00	\$210 00
Labor: loading and unloading freight.....	10 00	.....	10 00
Porters, watchmen, and switchtenders.....	148 80	74 40	74 40
Conductors, baggage and brakemen.....	1,380 00	690 00	690 00
Fuel: cost and labor of preparing for use.....	1,392 80	696 15	696 15
Oil and waste for engines and tenders.....	46 20	23 10	23 10
Loss and damage of goods and baggage.....	3 88	1 94	1 94
Contingencies.....	472 40	236 20	236 20
Totals.....	\$3,873 58	\$1,931 79	\$1,941 79

## SUBDIVISION OF CONTINGENCIES.

Safe purchased.....	
Land purchased for depot.....	
Insurance.....	
Car hire.....	
Total.....	

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	tra
Maintaining road-bed, etc.....	\$2,300 71	\$1,150 33	
Repairs of machinery.....	447 03	228 85	
Operating.....	3,873 58	1,931 79	
Totals.....	\$6,621 32	\$3,310 97	

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	
From freight.....	
From other sources.....	
Total.....	

## 2d. RECEIPTS.

From passengers.....	
From freight.....	
Mail service.....	\$206 30
Telegraph.....	350 07
Express.....	627 07
Coach earnings.....	301 04

Total .....

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
To payments to surplus fund.....	

Total .....

Total amount of surplus fund .....

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

JACOB VROMAN.....	S
DAVID B. VROMAN.....	S
CHARLES VROMAN.....	S
LUCIAN VROMAN.....	S
CORNELIUS VROMAN.....	S
PETER C. VROMAN.....	S
WILLIAM J. VROMAN.....	S

JACOB VROMAN.....	President and Tre
CHARLES VROMAN.....	Secretary.
LUCIAN VROMAN.....	Superintendent.



communications intended for this company should be addressed, JACOB VROMAN, Schoharie county, N. Y.

Persons designated have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

(Signed) JACOB VROMAN, *President*.  
LUCIAN VROMAN, *Superintendent*.

(No. 159.)

### SHEEPSHEAD BAY AND CONEY ISLAND.

OF NEW YORK, } ss.:  
Kings County, }

F. S. MASSEY, President, and CORNELIUS FERGUSON, acting Superintendent of operation of the Sheepshead Bay and Coney Island Railroad Company, being severally sworn for himself deposes and says, that the statements in the annexed report, have been signed by each of them, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) F. S. MASSEY,  
CORNELIUS FERGUSON.

and sworn to before me, }  
day of December, 1878. }

C. FERGUSON, Jr.,  
*Notary Public, Kings County.*

#### STOCK AND DEBTS.

Stock, as by charter .....	\$100,000 00
Stock subscribed .....	25,800 00
Paid in, as by last report .....	2,580 00
Amount now paid in of capital stock .....	2,580 00

#### CHARACTERISTICS OF ROAD.

Road .....	4 miles.
Road in this State .....	4 "
Main line of road from Coney Island Point to Sheepshead .....	4 "

Progression of said railroad has, as yet, been constructed by reason of delays, litigation in acquiring right of way.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

FREDERICK S. MASSEY.....	Brook
CHARLES E. MILES.....	Brook
WILLIAM D. MOORE.....	Brook
CHARLES H. WHEELER.....	Brook
WM. H. STILLWELL.....	Brook
RICHARD M. BERRY.....	Brook
CORNELIUS FERGUSON.....	New
ALEX. T. CARPENTER.....	New
A. A. LAKE.....	Fort
GARRET W. VAN CLEAF.....	New
HENRY BEAM.....	Brook
E. A. KOLLMAYER.....	Brook
M. E. FINNEGAN.....	Flat

FREDERICK S. MASSEY ..... President.

WILLIAM D. MOORE ..... Treasurer.

WILLIAM H. STILLWELL..... Secretary.

CORNELIUS FERGUSON..... Acting Superintendent.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) F. S. MASSEY, *President.*  
CORNELIUS FERGUSON, *Acting Superintendent.*

(No. 160.)

## SILVER LAKE.

STATE OF NEW YORK, }  
Wyoming County, } ss.:

H. N. PAGE, Treasurer, and E. G. MATTHEWS, acting Superintendent of the Silver Lake Railroad Company, being severally sworn, each deposes and says, that the statements in the annexed report, which have been made by each of them, at the end thereof, are true and correct, according to their knowledge, information, and belief.

(Signed) H. N. PAGE, Treasurer,  
E. G. MATTHEWS, Superintendent.

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

WM. D. PAGE,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter.....  
Amount of stock subscribed.....  
Amount paid in, as by last report.....



## RAILROAD REPORT.

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ount now paid in of capital stock .....	120,127 00
ebt, as by last report .....	15,000 00
ount now of funded debt .....	15,000 00
ebt, as by last report .....	466 76
ount now of funded and floating debt .....	15,000 00
ate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
ation and masonry .....	\$33,285 27	\$33,285 27
ecture, including iron .....	64,231 41	64,853 67
and freight stations, buildings and .....	1,091 89	1,091 89
d car houses, machine shops, machinery .....	1,053 68	1,053 68
l damages, and fences .....	8,437 66	8,437 66
es and fixtures, and snow plows .....	18,700 00	18,700 00
and baggage cars .....	5,855 73	5,855 73
ng and agencies .....	4,621 01	4,621 01
cost of road and equipment .....	\$137,276 65	\$137,898 91

## CHARACTERISTICS OF ROAD.

road .....	6.50 miles.
road in this State .....	6.50 "
road laid .....	6.50 "
road laid in this State .....	6.50 "
double track, including sidings .....	.75 "
rail, per yard, on main track .....	56 pounds.
f engine-houses and shops .....	1
f engines .....	2
f first-class passenger cars .....	1
f baggage, mail, and express cars .....	1
f service cars .....	1

## MOVINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

f miles run by passenger trains* .....	10,000
f miles run by freight trains .....	
f passengers (all classes) carried in cars .....	18,420
f miles traveled by passengers, or number of passengers .....	92,000
one mile .....	8,121
f tons, of 2,000 pounds, of freight carried in cars .....	48,726
ement of freight, or number of tons carried one mile .....	
ate of speed adopted by ordinary passenger trains, includ- .....	15
s (miles per hour) .....	18
eed of same when in motion .....	
eight, in tons, of passenger trains, exclusive of passen- .....	50
baggage .....	
eight, in tons, of freight trains, exclusive of freight ....	

\* Passenger and freight trains run together.



## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN T

Of the products of the forest .....  
 Of vegetable food.....  
 Other agricultural products.....  
 Manufactures.....  
 Merchandise.....  
 Coal.....

Total.....

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECT  
PER MILE, AS FOLLOWS:

For first-class through passengers .....  
 For first-class way passengers.....

## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron. ....	\$1,058 63	\$529 31	\$529 32
Taxes on real estate. ....	198 27	99 14	99 13
Totals. ....	\$1,256 90	\$628 45	\$628 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$87 96	\$43 98	\$43 98

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Labor: loading and unloading freight.....	\$81 77	.....	\$81 77
Conductors, baggage and brakemen.....	732 28	\$366 14	366 14
Enginemen and firemen.....	1,240 75	620 37	620 38
Fuel: cost and labor of preparing for use.....	935 42	467 71	467 71
Oil and waste for engines and tenders.....	108 94	54 47	54 47
Contingencies.....	417 03	208 52	208 51
Totals.....	\$3,516 19	\$1,717 21	\$1,798 98
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc.....	\$1,256 90	\$628 45	\$628 45
Repairs of machinery.....	87 96	43 98	43 98
Operating.....	3,516 19	1,717 21	1,798 98
Totals.....	\$4,861 05	\$2,389 64	\$2,471 41



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

INGS.	
passengers .....	\$3,658 21
freight .....	5,391 40
other sources .....	293 81
Total .....	<u>\$9,343 42</u>
ETS.	
passengers .....	\$3,658 21
freight .....	5,391 40
porting mails .....	293 81
Total .....	<u>\$9,343 42</u>
ENTS OTHER THAN FOR CONSTRUCTION.	
ansportation expenses .....	\$4,861 05
interest .....	831 67
yments to surplus fund .....	446 72
ng debt .....	466 76
ng debt heretofore unadjusted .....	1,466 85
uction account .....	622 26
n treasury .....	648 11
Total .....	<u>\$9,343 42</u>
Total amount of surplus fund .....	<u>\$3,450 12</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WYCKOFF .....	Perry, N. Y.
CHAPIN .....	Perry, N. Y.
PAGE .....	Perry, N. Y.
E TOMLINSON .....	Perry, N. Y.
STEDMAN .....	Perry, N. Y.
WILLIAMS .....	Perry, N. Y.
TOWN .....	Perry, N. Y.
OLIN .....	Perry, N. Y.
READ .....	Perry, N. Y.
SEYMOUR .....	Perry, N. Y.
LOGERS .....	Perry, N. Y.
SIMMONS .....	Perry, N. Y.
THAWAY .....	Castile, N. Y.
L. CHAPIN .....	President.
N. PAGE .....	Treasurer.
H. STEDMAN .....	Secretary.
G. MATTHEWS .....	Superintendent.

ications intended for this company should be addressed, Perry, Wyoty, N. Y.

ersigned have caused the foregoing statements to be prepared by the  
ers and agents of this company, from the books and records, and have  
them as far as practicable, and believe them to be correct.

(Signed) H. N. PAGE, *Treasurer.*  
E. G. MATTHEWS, *Superintendent.*

(No. 161.)

## SKANEATELES.

STATE OF NEW YORK, }  
*Onondaga County,* } ss.:

JOEL THAYER, President, and JOHN McNAMARA, acting Superintendents of the Skaneateles Railroad Company, being severally sworn, each deposes and says, that the statements in the annexed report, which has been made by each of them, at the end thereof, are true and correct, according to their knowledge, information, and belief.

(Signed) JOEL T.  
 J. McNA

Subscribed and sworn to before me, }  
 this 17th day of December, 1878. }

H. T. WEBB,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....  
 Amount of stock subscribed .....  
 Amount paid in, as by last report .....  
 Total amount now paid in of capital stock .....  
 Funded debt, as by last report .....  
 Total amount now of funded debt .....  
 Floating debt, as by last report. . . . .  
 The amount now of floating debt .....  
 Total amount now of funded and floating debt .....  
 Average rate, per annum, of interest on funded debt .....

## COST OF ROAD AND EQUIPMENT.

	By last report.	By p
For graduation and masonry . . . . .	\$19,750 10	
For bridges . . . . .	2,718 20	
Superstructure, including iron . . . . .	54,874 57	
Passenger and freight stations, buildings and fixtures . . . . .	3,193 59	
Engine and car houses, machine shops, machinery and fixtures . . . . .	3,957 74	
Land, land damages and fences . . . . .	8,116 64	
Locomotives and fixtures, and snow plows . . . . .	43,012 85	
Passenger and baggage cars . . . . .	9,344 01	
Freight and other cars . . . . .	899 64	
Engineering and agencies . . . . .	6,178 93	
Interest . . . . .	20,960 75	
Contingencies . . . . .	4,001 38	
Total cost of road and equipment . . . . .	\$177,008 40	



## CHARACTERISTICS OF ROAD.

of road.....	5.00 miles.
of road in this State.....	5.00 "
of road laid.....	5.00 "
of road laid in this State.....	5.00 "
of double track, including sidings.....	.50 "
of branches owned by the company, laid.....	.50 "
of rail, per yard, on main track.....	56 pounds.
of engine-houses and shops.....	1
of engines.....	2
of first-class passenger cars.....	1
of baggage, mail, and express cars.....	1
of freight cars, including coal cars.....	3
of main line of road from Junction to Skaneateles.....	5 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

of miles run by passenger trains.....	12,600
of passengers (all classes) carried in cars.....	24,644
of miles traveled by passengers, or number of passengers and one mile.....	98,576
of tons, of 2,000 pounds, of freight carried in cars.....	16,162
ovement of freight, or number of tons carried one mile.....	56,567
rate of speed adopted by ordinary passenger trains, includ- ops (miles per hour).....	15
speed of same when in motion.....	20
weight, in tons, of freight trains, exclusive of freight.....	50

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

roducts of the forest.....	1,200
als.....	60
table food.....	100
gricultural products.....	160
ctures.....	75
andise.....	3,000
.....	11,442
rticles.....	125
al.....	16,162

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

-class through passengers.....	6 cents.
-class way passengers.....	6 "



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$2,907 82	\$1,453 91	\$1,453 91
Cost of iron used in repairs.....	244 78	122 39	122 39
Repairs of buildings.....	40 03	.....	40 03
Taxes on real estate.....	899 27	449 63	449 64
Totals.....	\$4,091 90	\$2,025 93	\$2,065 97
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$230 70	\$115 35	\$115 35
Repairs of passenger and baggage cars.....	130 23	130 23	.....
Totals.....	\$360 93	\$245 58	\$115 35

## RAILROAD REPORT.

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	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Agents and clerks .....	\$755 00	\$377 50	\$377 50
Porters, watchmen, and switchtenders .....	480 00	240 00	240 00
Wood and water station attendance .....	60 00	30 00	30 00
Conductors, baggage and brakemen .....	900 00	450 00	450 00
Engineermen and firemen .....	1,800 00	900 00	900 00
Fuel: cost and labor of preparing for use .....	1,885 69	942 84	942 85
Oil and waste for engines and tenders .....	143 48	71 74	71 74
Oil and waste for passenger and baggage cars .....	100 00	100 00	.....
Loss and damage of goods and baggage .....	2 00	.....	2 00
General superintendence .....	1,500 00	750 00	750 00
Contingencies .....	2,807 94	1,403 97	1,403 97
Totals .....	\$10,434 11	\$5,266 05	\$5,168 06
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$4,091 90	\$2,025 93	\$2,065 97
Repairs of machinery .....	360 93	245 58	115 35
Operating .....	10,434 11	5,266 05	5,168 06
Totals .....	\$14,886 94	\$7,537 56	\$7,349 38

## EARNINGS-AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$6,444 75
From freight.....	8,744 96
From other sources.....	1,750 07
Total .....	\$16,939 78

## 2d. RECEIPTS.

From passengers.....	\$6,444 75	
From freight.....	8,744 96	
Express .....	}	1,750 07
Mail service .....		
Sale of coal .....		
Sundries .....		
Rent, etc.....		
Sale of scrap iron .....		
Total .....	\$16,939 78	

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$14,886 94
For interest.....	4,000 25
To payments to surplus fund .....	2,165 49
Total .....	\$21,052 68

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOEL THAYER .....	Skaneateles.
HENRY T. WEBB .....	Skaneateles.
JOAB L. CLIFT .....	Skaneateles.
LUCIAN MOSES .....	Skaneateles.
E. B. HOYT .....	Mottville.
H. C. SHERMAN .....	Mottville.
THOMAS MORTON .....	Mottville.
JOEL THAYER.....	President.
JOHN McNAMARA .....	Treasurer and Superintendent.
GEORGE BARROW .....	Secretary.

Communications intended for this company should be addressed, JOHN McNAMARA, Skaneateles, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOEL THAYER, *President.*  
J. McNAMARA, *Supt.*



(No. 162.)

## SMITHTOWN AND PORT JEFFERSON.

E OF NEW YORK, }  
*Suffolk County,* } ss.:

LAWRENCE SMITH, Secretary, and LYMAN B. SMITH, Treasurer of the Smithtown Port Jefferson Railroad Company, being severally sworn, each for himself and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of their knowledge, information, and belief.

(Signed)

J. LAWRENCE SMITH,  
 LYMAN B. SMITH.

Subscribed and sworn to before me, }  
 16th day of November, 1878. }

WILMOT M. SMITH,  
*Notary Public, Suffolk County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$200,000 00
Amount of stock subscribed .....	196,350 00
Amount paid in, as by last report .....	96,227 00
Amount now paid in of capital stock .....	96,227 00
Unpaid debt, as by last report .....	600,000 00
Amount now of funded debt .....	600,000 00
Amount now of funded and floating debt .....	600,000 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry .....	\$154,417 00	\$154,417 00
Bridges .....	64,800 00	64,800 00
Structure, including iron .....	295,772 00	295,772 00
Engine and freight stations, buildings and fences .....	11,714 03	11,714 03
Land damages, and fences .....	28,569 06	28,569 06
Engineering and agencies .....	11,348 97	11,348 97
Total cost of road and equipment.....	\$566,621 06	\$566,621 06

## CHARACTERISTICS OF ROAD.

Length of road.....	19 miles.
Length of road laid.....	19 "
Length of double track, including sidings .....	800 feet.
Weight of rail, per yard, on main track .....	56 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from Northport to Port Jefferson .....	19 miles.

This road is leased to the Long Island Railroad Company, and has not been operated by the Smithtown and Port Jefferson Railroad Company.

#### EARNINGS AND CASH RECEIPTS AND PAYMENTS.

Probably included in the report of the Long Island Railroad Company is leased to them; we derive no income from it.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

JAMES M. BAYLES.....	Port Je
NEHEMIAH HAND.....	East Se
FRANK P. NORTON.....	Stony B
JONAS SMITH.....	Stony B
SAMUEL CARMAN.....	Saint Ja
LYMAN B. SMITH.....	Smithto
J. LAWRENCE SMITH.....	Smithto
SAMUEL A. SMITH.....	Smithto
GEORGE W. HALLOCK.....	Smithto
JAMES DARLING.....	Smithto
GEORGE S. PHILLIPS.....	Smithto
CHARLES H. HALLOCK.....	St. John
EMMET DARLING.....	Port Je
JAMES M. BAYLES.....	President
LYMAN B. SMITH.....	Treasur
J. LAWRENCE SMITH.....	Secretar

Communications intended for this company should be addressed, J. SMITH, Smithtown Branch, Suffolk county, N. Y.

The undersigned have caused the foregoing statements to be prepared by officers and agents of this company, from the books and records, and have them as far as practicable, and believe them to be correct.

(Signed) J. LAWRENCE SMITH, A.  
LYMAN B. SMITH, *Treas*

(No. 163.)

#### SOUTHERN CENTRAL.

STATE OF NEW YORK, }  
Cayuga County, } ss.:

CHAUNCKY L. RICH, Treasurer, and JAMES G. KNAPP, acting Superintendent of the Southern Central Railroad Company, being severally sworn, for himself deposes and says, that the statements in the annexed report have been signed by each of them, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) JAMES G. KNAPP  
CHAUNCEY L. RICH

Subscribed and sworn to before me, }  
this 26th day of November, 1878. }

HENRY D. TITUS,  
*Notary Public, Cayuga County, New York.*



## STOCK AND DEBTS.

Capital stock, as by charter .....	\$3,000,000 00
Amount of stock subscribed .....	2,248,200 00
Amount paid in, as by last report .....	1,790,234 94
Amount now paid in of capital stock, .....	1,790,234 94
Outstanding debt, as by last report .....	2,100,000 00
Amount now of funded debt* .....	2,540,125 00
Outstanding debt, as by last report .....	461,960 49
Amount now of floating debt .....	88,414 83
Amount now of funded and floating debt .....	2,628,539 83
Interest rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry .....	\$1,072,728 34	\$1,076,557 29
Structures .....	135,514 51	135,514 51
Structure, including iron .....	1,606,759 15	1,606,759 15
Engines and freight stations, buildings and res .....	46,173 63	46,173 63
Engines and car houses, machine shops, ma- chinery and fixtures .....	84,936 59	85,695 16
Land damages, and fences .....	490,233 85	493,388 80
Motives and fixtures, and snow plows .....	142,393 36	158,582 56
Engines and baggage cars .....	47,780 18	47,780 18
Freight and other cars .....	171,509 40	172,419 96
Engineering and agencies .....	454,660 75	454,660 75
Tug at Fair Haven .....	8,878 88	8,878 88
Total cost of road and equipment .....	\$4,261,568 64	\$4,287,010 87

## CHARACTERISTICS OF ROAD.

Length of road .....	114 miles.
Length of road in this State .....	114 "
Length of road laid .....	114 "
Length of road laid in this State .....	114 "
Length of double track, including sidings .....	17.25 "
Weight of rail, per yard, on main track .....	56, 60 & 66 lbs.
Number of engine-houses and shops .....	5
Number of engines .....	16
Number of first-class passenger cars .....	7
Number of second-class and emigrant passenger cars .....	2
Number of baggage, mail, and express cars .....	5
Number of freight cars, including coal cars .....	399
Number of caboose cars .....	7
Tug .....	1
Length of main line of road from Fair Haven to State Line. ....	114 miles.

Mortgage bonds .....	\$1,500,000 00
Gold mortgage bonds, gold .....	900,000 00
Gold bonds .....	\$610,750 00
Amount not yet bearing interest .....	170,625 00
	440,125 00
	<u>\$2,540,125 00</u>



## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES R

Number of miles run by passenger trains .....	
Number of miles run by freight trains .....	
Number of passengers (all classes) carried in cars .....	
Number of miles traveled by passengers, or number of passengers carried one mile .....	
Number of tons, of 2,000 pounds, of freight carried in cars. ....	
Total movement of freight, or number of tons carried one mile .....	
Average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour) .....	
Rate of speed of same when in motion .....	
Average rate of speed adopted by express trains, including stops ...	
Rate of speed of same when in motion .....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion .....	
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	
Average weight, in tons, of freight trains, exclusive of freight .....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TON

Of the products of the forest .....	
Of animals .....	
Of vegetable food .....	
Other agricultural products .....	
Manufactures .....	
Merchandise .....	
Coal .....	
Other articles .....	
Total .....	

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE  
MILE, AS FOLLOWS:

For first-class through passengers .....	
For first-class way passengers .....	
For emigrant through passengers .....	
For emigrant way passengers .....	

## RAILROAD REPORT.

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MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$73,269 00	\$24,424 00	\$48,846 00
Cost of iron used in repairs .....	19,590 20	6,580 07	13,060 13
Alotted to passenger transportation :			
Length in feet .....	27,368		
Weight in lbs.....	556,256		
Alotted to freight transportation :			
Length in feet .....	54,788		
Weight in lbs.....	1,112,512		
Repairs of buildings .....	880 86	293 62	587 24
Repairs of fences and gates.....	559 35	186 45	372 90
Taxes on real estate .....	14,100 59	4,700 19	9,400 40
Totals.....	\$108,400 00	\$36,133 33	\$72,226 67
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$20,342 44	\$6,780 81	\$13,561 63
Repairs of passenger and baggage cars .....	4,937 76	4,937 76	.....
Repairs of freight cars .....	11,012 98	.....	11,012 98
Totals.....	\$36,293 18	\$11,718 57	\$24,574 61



## EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$6,054 04	\$2,018 01	\$4,036 03
Agents and clerks.....	24,040 35	9,222 48	14,817 87
Labor: loading and unloading freight.....	9,531 55	.....	9,531 55
Porters, watchmen, and switchtenders. ....	3,474 82	1,158 27	2,316 55
Wood and water station attendance.....	393 65	131 23	262 43
Conductors, baggage and brakemen.....	23,704 97	7,995 26	15,709 71
Engineemen and firemen.....	22,060 91	7,243 24	14,817 67
Fuel: cost and labor of preparing for use.....	37,109 16	12,369 72	24,739 44
Oil and waste for engines and tenders.....	4,692 03	1,564 01	3,128 02
Loss and damage of goods and baggage.....	252 07	50 00	202 07
Damage to property, including damages by fire and cattle killed on road.....	163 50	70 00	93 50
General superintendence.....	4,500 00	1,500 00	3,000 00
Contingencies .....	39,386 08	3,639 70	35,746 38
Totals .....	\$175,363 13	\$46,961 91	\$128,401 22



## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

of rolling stock .....	\$28,104 50
E. P. Ross .....	2,262 46
ingent expenses .....	9,019 12
l. ....	<u>\$39,386 08</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
ing road-bed, etc ....	\$108,400 00	\$36,133 33	\$72,266 67
of machinery .....	36,293 18	11,718 57	24,574 61
g .....	175,363 13	46,961 91	128,401 22
als. ....	\$320,056 31	\$94,813 81	\$225,242 50

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
in passengers .....	\$78,850 16
in freight .....	336,120 12
in other sources .....	47,936 36
Total .....	<u>\$462,906 64</u>

RECEIPTS.	
in passengers .....	\$78,850 16
in freight .....	336,120 12
ress .....	\$8,036 14
l. ....	9,583 20
of cars, telegraph, and miscellaneous .....	30,317 02
	<u>47,936 36</u>
Total .....	<u>\$462,906 64</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

transportation expenses .....	\$320,056 31
interest .....	126,102 53
Total .....	<u>\$446,158 84</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.						
October 1.....	....	....	....	1	....	....
October 10.....	....	....	....	1	....	....
October 26.....	....	....	....	....	....	1
November 12.....	....	....	....	1	....	....
November 15.....	....	....	1	....	....	....
November 30.....	....	....	....	1	....	....
December 1.....	....	....	....	1	....	....
December 5.....	....	....	....	1	....	....
1878.						
January 26.....	....	....	....	1	....	....
January 29.....	....	....	....	1	....	....
June 20.....	....	....	....	....	1	....
September 23.....	....	....	....	1	....	....
Totals.....	....	....	1	9	1	1

*The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each the name of such person, as follows:*

1877.

October 1. William McGuire, brakeman, coupling cars in Auburn caught, badly bruised; recovered.

October 10. Fillmore De Kay, brakeman, coupling cars in Auburn caught and badly injured; recovered.

October 26. A lady, while attempting to cross track at Newark Va before an approaching coal train, was struck by locomotive No. 339, broken below the knee. All signals were given, and lady advised not to cross.

November 12. George Round, brakeman on way freight, coupling cars at junction, had hand caught, and lost one finger.

November 15. Owen Finnegan, brakeman on way freight, jumped from train while passing Tioga Center, and fell from platform under first car of train. Arm and shoulder were crushed; died November 21, 1877.

November 30. H. E. Lee, brakeman on coal train, while train was at Hanford station, fell from coal car, and broke his left arm near the wrist.

December 1. Henry Tuttle, brakeman on coal train, while making round trip at Auburn yard, was slightly squeezed between two cars.

December 5. Frank Austin, brakeman on way freight, while setting switches at Scipio station, had left arm broken by brake accidentally letting off.

1878.

January 28. William McGuire, brakeman, coupling cars in Auburn caught, hand slightly bruised.

January 29. George Rounds, brakeman on way freight, had foot severely injured by being caught between two cars.



20. Express train No. 15 struck and killed an old man named James Wal-  
ed 90 years, three-quarters of a mile north of Groton; he was walking on  
ar his own house, driving some fowls; was said to be deaf, and did not hear

number 23. Humphrey Rounds, brakeman on way freight, was thrown from  
ryden by defective brake-wheel coming off, and had face injured by strik-  
nst another car.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

ORE P. ROSS .....	Auburn, N. Y.
LIAM C. BARBER .....	Auburn, N. Y.
N. KNAPP .....	Auburn, N. Y.
RLES N. ROSS .....	Auburn, N. Y.
G. KNAPP .....	Auburn, N. Y.
EMIAH W. DWIGHT .....	Dryden, N. Y.
RLES CADY .....	Dryden, N. Y.
UNCEY L. RICH .....	Richford, N. Y.
MAS C. PLATT .....	Owego, N. Y.
AL W. CLINTON .....	Newark Valley, N. Y.
TER H. MARSH .....	Groton, N. Y.
BERT A. PACKER .....	Sayre, Pa.
ES A. TIMPSON .....	Wilkesbarre, Pa.
ELMORE P. ROSS .....	President.
CHAUNCEY L. RICH .....	Treasurer.
NO. N. KNAPP .....	Secretary.
E. F. SWART .....	Engineer.
JAMES G. KNAPP .....	Superintendent.

Communications intended for this company should be addressed, C. L. RICH,  
er, Auburn, Cayuga county, N. Y.

undersigned have caused the foregoing statements to be prepared by the  
officers and agents of this company, from the books and records, and have  
ed them as far as practicable, and believe them to be correct.

(Signed) JAS. G. KNAPP, *Supt.*  
C. L. RICH, *Treasurer.*

(No. 164.)

#### SOUTHERN HEMPSTEAD BRANCH.

OF NEW YORK, } ss.:  
rk City and County, }

R B. HINSDALE, Secretary of the Southern Hempstead Branch Railroad Com-  
ing duly sworn, deposes and says, that the statements in the annexed report,  
as been signed by him, at the end thereof, are true and correct, according  
est of his knowledge, information, and belief.

(Signed) E. B. HINSDALE.

ed and sworn to before me, }  
6th day of January, 1879. }

SETH M. ELDREDGE,

Notary Public (No. 13), New York City and County.



## STOCK AND DEBTS.

Capital stock, as by charter.....	
Amount paid in, as by last report.....	
Total amount now paid in of capital stock.....	
Funded debt, as by last report.....	
Total amount now of funded debt.....	
Total amount now of funded and floating debt.....	
Average rate, per annum, of interest on funded debt.....	

## COST OF ROAD AND EQUIPMENT.\*

## CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid.....	
Length of road laid in this State.....	
Length of main line of road from Valley Stream to Hempstead.....	

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From freight.....	
-------------------	--

This road has been operated as a branch of the Southern Railroad of Long Island under a guaranty by the Southern Railroad Company of Long Island of interest on its funded debt. The earnings of the road have been the interest on its funded debt, but no part of this interest has been paid, and the company, therefore, had no receipts during the past year.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ADOLPH POPPENHUSEN.....	College Point, L. I.
HERMAN C. POPPENHUSEN.....	North Hempstead, L. I.
ALFRED L. POPPENHUSEN.....	College Point, L. I.
CONRAD POPPENHUSEN.....	College Point, L. I.
ELIZUR B. HINSDALE.....	New York City.
CHARLES A. HOYT.....	Brooklyn, L. I.
HERMAN FUNKE.....	College Point, L. I.
EDWARD E. SPRAGUE.....	Flushing, L. I.
ISAAC D. BARTON.....	New York City.
JAMES C. HADDEN.....	Flushing, L. I.
F. ALBERT BOKER.....	College Point, L. I.
HUGO FUNKE.....	College Point, L. I.
SETH M. ELDRIDGE.....	New York City.

HERMAN C. POPPENHUSEN.....	President, North Hempstead, L. I.
ALFRED L. POPPENHUSEN.....	Treasurer, College Point, L. I.
ELIZUR B. HINSDALE.....	Secretary, New York City.

Communications intended for this company should be addressed, E. I. R. R., Long Island City, Queens county, N. Y.

\* This company was organized after a foreclosure of a prior mortgage, and in showing the items called for under cost of road and equipment.

NOTE.—Report of 1872 states the total cost of road at \$219,500.

State Engineer and Surveyor.

undersigned has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has had them as far as practicable, and believes them to be correct.

(Signed) E. B. HINSDALE, *Secretary*.

(No. 165.)

### SOUTHERN OF LONG ISLAND.

OF NEW YORK, }  
Queens County, } ss.:

AS R. SHARP, Co-Receiver, and S. SPENCER, acting Superintendent of operation of the Long Island Railroad Company, lessee of the Southern Railroad of Long Island, being severally sworn, each for himself deposes and says, that the statements annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. R. SHARP,  
S. SPENCER.

Subscribed and sworn to before me, }  
7th day of January, 1879. }

W. S. TOWNSEND,

*Notary Public, No. 96, New York City and County.*

*Certificate filed in Queens County.*

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$750,000 00
Amount of stock subscribed.....	291,600 00
Amount paid in, as by last report .....	291,600 00
Amount now paid in of capital stock.....	291,600 00
Amount of debt, as by last report .....	2,822,850 00
Amount now of funded debt .....	2,820,850 00
Amount of floating debt, as by last report .....	410,269 60
Amount now of floating debt.....	369,937 26
Amount now of funded and floating debt.....	3,190,787 26
Interest rate, per annum, of interest on funded debt .....	7 per cent.

The road is leased to the Long Island Railroad Company, and all matters touching the operations and maintenance of this road are included in its report. No separate accounts were kept of the operations and maintenance of this road.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and masonry.....	\$2,494,286 71	\$
For bridges, engineering, and agencies.....		
Superstructure, including iron, land, and land damages.....		
Passenger and freight stations, buildings and fixtures.....	474,306 32	
Engine and car houses, machine shops, machinery and fixtures.....		
Locomotives and fixtures, and snow plows....		
Passenger and baggage cars.....		
Freight and other cars.....		
Total cost of road and equipment.....	\$2,968,593 03	\$

## CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid.....	
Length of road laid in this State.....	
Length of double track, including sidings.....	
Length of branches owned by the company, laid.....	
Length of double track laid on same.....	
Weight of rail, per yard, on main track.....	
Number of engine-houses and shops.....	
Number of engines and dummies.....	
Number of first-class passenger cars (rated as 8-wheel cars).....	
Number of second-class and emigrant passenger cars (rated as 8-wheel cars).....	
Number of baggage, mail, and express cars (rated as 8-wheel cars),.....	
Number of freight cars, including coal cars.....	
Number of service cars.....	
Length of main line of road from Bushwick to Patchogue.....	

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers ..	} Rentals.....	
From freight.....		
From other sources }		

## 2D. RECEIPTS.

Rentals.....	\$38,120 96
Cash refunded from bank.....	1 50

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest.....	
Sundries.....	
Total.....	

The balance of earnings—\$70,501.79—is held by the Receiver of the Long Island Company in settlement of a balance of \$30,836.07, due the Long Island Railroad Company October 30, 1877, and for the payment of interest on first mortgage bonds.



## NAMES AND RESIDENCES OF OFFICERS OF THIS COMPANY.

*Directors.*

OLPH POPPENHUSEN .....	College Point, L. I.
ERMANN FUNKE .....	College Point, L. I.
INGHAM B. SUTTON .....	New York City.
LIAM NICOLL .....	Islip, L. I.
ZUR B. HINSDALE .....	Garden City, L. I.
PHEN T. ARNOT .....	Elmira, N. Y.
EPH J. O'DONOHUE .....	New York City.
WARD E. SPRAGUE .....	Flushing, L. I.
MEYER .....	New York City.
M. CUMMING .....	New York City.
UEL A. JONES .....	New York City.
UEL B. PARSONS .....	Flushing, L. I.
DERICK D. TAPPEN .....	New York City.
FREDERICK D. TAPPEN .....	President.
J. CARLSEN .....	Treasurer.
E. B. HINSDALE .....	Secretary.

Communications intended for this company should be addressed, E. B. HINSDALE,  
 Long Island City, Queens county, N. Y.

undersigned have caused the foregoing statements to be prepared by the  
 officers and agents of this company, from the books and records, and have  
 them as far as practicable, and believe them to be correct.

(Signed) THOS. R. SHARP, *Co-Receiver.*  
 S. SPENCER, *Gen. Supt.*

(No. 166.)

## SOUTHFIELD BRANCH.

OF NEW YORK, }  
 York County, } ss. :

HUMPHREY, Treasurer, and J. C. MISSIMER, acting Superintendent of opera-  
 the Southfield Branch Railroad Company, being severally sworn, each for  
 deposes and says, that the statements in the annexed report, which has  
 quied by each of them, at the end thereof, are true and correct, according  
 est of his knowledge, information, and belief.

(Signed) A. W. HUMPHREY,  
 J. C. MISSIMER.

ed and sworn to before me, }  
 0th day of November, 1878. }

THEODORE HINSDALE.

*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	
Amount of stock subscribed .....	
Amount paid in, as by last report.....	
Total amount now paid in of capital stock .....	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and masonry.....		
For bridges.....		
Superstructure, including iron.....	\$16,240 45	
Land, land damages, and fences .....	1,146 10	
Engineering and agencies.....	397 62	
Total cost of road and equipment .....	\$17,784 17	

## CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid.....	
Length of road laid in this State.....	
Weight of rail per yard, on main track.....	
Number of engine houses and shops.....	
Number of engines.....	
Length of main line of road from Southfield to Southfield Furnace ..	

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by freight trains.....	
Number of tons, of 2,000 pounds, of freight carried in cars .....	
Total movement of freight, or number of tons carried one mile.....	
Average rate of speed adopted by freight trains, including stops....	
Rate of speed of same when in motion .....	
Average weight in tons, of freight trains, exclusive of freight.....	
No passenger trains are run.	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS

Of the products of the forest.....	
Manufactures .....	
Total.....	

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY

Repairs of road-bed and railway, excepting cost of iron.....	
Taxes on real estate .....	
Total .....	

## EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	
-------------------------------------	--



## EXPENSES OF OPERATING THE ROAD.

expenses, stationery, etc .....	}	\$537 18
s and clerks .....		
: loading and unloading freight .....		
s, watchmen, and switchtenders .....		
and water station attendance .....		
ctors, baggage and brakemen .....	}	625 37
emen and firemen .....		
cost and labor of preparing for use .....	}	99 22
d waste for engines and tenders .....		
d waste for freight cars .....		
Total .....		<u>\$1,261 77</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

aining road-bed, etc .....	\$243 50
rs of machinery .....	124 85
ting .....	1,261 77
Total .....	<u>\$1,630 12</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
from freight .....	<u>\$2,354 16</u>
PAYMENTS OTHER THAN FOR CONSTRUCTION.	
or transportation expenses .....	\$1,630 12
o payments to surplus fund .....	724 04
Total .....	<u>\$2,354 16</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

B. MOORHEAD .....	Philadelphia, Pa.
MOS. A. SCOTT .....	Philadelphia, Pa.
D. BARCLAY .....	Philadelphia, Pa.
PETER TOWNSEND .....	New York.
B. GRANT .....	New York.
L. W. HUMPHREY .....	New York.
C. MISSIMER .....	Sloatsburg, N. Y.

J. B. MOORHEAD .....	President.
A. W. HUMPHREY .....	Treasurer and Secretary.
J. C. MISSIMER .....	Engineer and Superintendent.

Communications intended for this company should be addressed, A. W. HUMPHREY,  
12 Pine street, New York city.

The undersigned have caused the foregoing statements to be prepared by the  
proper officers and agents of this company, from the books and records, and have  
examined them as far as practicable, and believe them to be correct.

(Signed) A. W. HUMPHREY, *Treasurer.*  
J. C. MISSIMER, *Superintendent.*



(No. 167.)

## SPRINGVILLE AND SARDINIA.

STATE OF NEW YORK, } ss.:  
 Erie County, }

BERTRAND CHAFEE, being duly sworn deposes and says, that he is the  
 the Springville and Sardinia Railroad Company, and that the state  
 annexed report, which has been signed by him, at the end thereof, is  
 correct, according to the best of his knowledge, information, and belief.

(Signed) B.

Subscribed and sworn to before me, }  
 this 14th day of December, 1878. }

C. C. SEVERANCE,

Notary Public, Erie County.

## STOCK AND DEBTS.

Capital stock .....  
 Amount of stock subscribed .....  
 Amount paid in of stock .....

This road is under contract, and the work of construction is being pu  
 as possible. It is expected the road will be in operation on or before Jan  
 A portion of the road is graded, but not sufficiently completed to enabl  
 a more definite report.

## CHARACTERISTICS OF ROAD.

Length of road from Springville to Sardinia Junction, all in the county  
 of Erie and State of New York. ....

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

BERTRAND CHAFEE.....	Springville
C. J. SHUTTLEWORTH.....	Springville
A. L. VAUGHAN.....	Springville
J. D. YEOMANS.....	Springville
W. G. RANSOM.....	Springville
S. R. SMITH.....	Springville
H. G. LELAND.....	Springville
D. W. BENSLEY.....	Springville
JAMES HOPKINS.....	Sardinia
CHARLES LONG.....	Sardinia
R. SIMONS.....	Sardinia
N. S. HOSMER.....	Sardinia
GANSEVOERT WOOD.....	Sardinia

BERTRAND CHAFEE..... President.

L. M. CUMMINGS..... Treasurer and Secret

Communications intended for this company should be addressed, Spr  
 County, N. Y.

undersigned has caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and has had them as far as practicable, and believes them to be correct.

(Signed)

B. CHAFEE, *President.*

(No. 168.)

### SPUYTEN DUYVIL AND PORT MORRIS.

E OF NEW YORK, }  
 and York County, } ss.:

MELIUS VANDERBILT, Treasurer of the Spuyten Duyvil and Port Morris Railroad Company, being sworn, deposes and says, that the statements in the annexed report, has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

C. VANDERBILT.

Subscribed and sworn to before me, }  
 20th day of November, 1878. }

W. J. VAN ARSDALE,

*Notary Public, New York County (No. 71).*

### STOCK AND DEBTS.

Capital stock, as by charter.....	\$500,000 00
Amount of stock subscribed.....	989,000 00
Amount paid in, as by last report.....	989,000 00
Amount now paid in of capital stock .....	989,000 00

The road has no equipment. It has been operated since its completion by the New York Central and Hudson River Railroad Company, to which company it was turned over on the 1st day of November, 1871. That company will include in their annual report the operations of this road.

### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry .....	\$433,461 31	\$433,461 31
Trusses .....	84,037 31	84,037 31
Structure, including iron .....	161,213 41	161,213 41
Passenger and freight stations, buildings and fences .....	8,459 29	8,459 29
Land damages, and fences .....	228,369 76	228,369 76
Engineering and agencies .....	73,458 92	73,458 92
Total cost of road and equipment....	\$989,000 00	\$989,000 00



## CHARACTERISTICS OF ROAD.

Length of road, about.....  
 Length of road in this State.....  
 Length of road laid.....  
 Length of road laid in this State.....  
 Length of double track, including sidings.....

Weight of rail, per yard, on main track.....

Length of main line of road from Spuyten Duyvil to Port Morris,  
 about.....

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM H. VANDERBILT.....	New Yo
CORNELIUS VANDERBILT.....	New Yo
FREDERICK W. VANDERBILT.....	New Yo
WILLIAM K. VANDERBILT.....	New Yo
WILLIAM C. WETMORE.....	New Yo
AUGUSTUS SCHELL.....	New Yo
ABRAHAM B. BAYLISS.....	New Yo
JOHN B. DUTCHER.....	Pawling
ROBERT J. NIVEN.....	New Yo
JOSEPH HARKER.....	New Yo
CHAUNCEY M. DEPEW.....	New Yo
WILLIAM H. LEONARD.....	New Yo
SAMUEL F. BARGER.....	

WILLIAM H. VANDERBILT.....	Vice-Pres
CORNELIUS VANDERBILT.....	Treasure
ROBERT J. NIVEN.....	Secretary

Communications intended for this company should be addressed, Gr  
 Depot, New York city.

The undersigned has caused the foregoing statements to be prep  
 proper officers and agents of this company, from the books and pap  
 examined them as far as practicable, and believes them to be correct.

(Signed) C. VANDERBILT,

(No 169.)

## STATEN ISLAND.

STATE OF NEW YORK, } ss.:  
 County, }

JACOB H. VANDERBILT, President, and JOHN W. WILBUR, acting Super  
 operations of the Staten Island Railway Company, being severally sw  
 himself deposes and says, that the statements in the annexed report, wh



by each of them, at the end thereof, are true and correct, according to the  
his knowledge, information, and belief.

(Signed)

J. H. VANDERBILT,

J. W. WILBUR.

ribed and sworn to by J. H. Vanderbilt, }  
re me, this 3d day of December, 1878. }

JAMES MCNAMEE,

*Notary Public, Richmond County, N. Y.*

ribed and sworn to by J. W. Wilbur, }  
before me, December 4, 1878. }

JAMES MCNAMEE,

*Notary Public, Richmond Co. (certificate filed in New York county).*

#### STOCK AND DEBTS.

l stock, as by charter .....	\$900,000 00
ut of stock subscribed .....	210,000 00
at paid in as by last report .....	210,000 00
amount now paid in of capital stock .....	210,000 00
d debt, as by last report .....	300,000 00
amount now of funded debt .....	300,000 00
ng debt, as by last report .....	5,300 00
ount now of floating debt .....	5,300 00
amount now of funded and floating debt .....	305,300 00
ge rate, per annum, of interest on funded debt .....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.\*

	By last report.	By present report.
cost of road and equipment .....	\$480,000 00	\$480,000 00

#### CHARACTERISTICS OF ROAD.

a of road .....	13.00 miles.
a of road in this State .....	13.00 "
a of road laid .....	13.00 "
a of road laid in this State .....	13.00 "
a of double track, including sidings .....	0.33 "
t of rail, per yard, on main track .....	56 pounds.
er of engine-houses and shops .....	2
er of engines .....	4
er of first-class passenger cars .....	9
er of freight cars, including coal cars .....	7
a of main line of road from Tottenville to Vanderbilt Land- .....	13

#### DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

er of miles run by passenger trains .....	71,230
er of passengers all (classes) carried in cars .....	339,678
er of miles traveled by passengers, or number of passengers ied one mile. ....	2,717,424
ge rate of speed adopted by ordinary passenger trains, includ- stops (miles per hour) .....	20
f speed of same when in motion .....	25

road and its equipment, and the connecting ferry and its appurtenances, were pur-  
in bulk by this company from George Law, Esq., for the sum of \$480,000.

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE  
PER MILE, AS FOLLOWS:

For first-class through passengers .....  
For first-class way passengers .....

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE COMPANY

Repairs of road-bed and railway, excepting cost of iron .....  
Repairs of buildings .....  
Repairs of fences and gates .....  
Taxes on real estate .....  
Total .....

EXPENSES OF REPAIRS OF MACHINERY.

Repairs of engines and tenders. ....  
Repairs of passenger and baggage cars. ....  
Repairs of tools and machinery in shops .....  
Total .....

EXPENSES OF OPERATING THE ROAD.

Office expenses, stationery, etc. ....  
Porters, watchmen, and switchtenders .....  
Conductors, baggage and brakemen .....  
Enginemen and firemen .....  
Fuel: cost and labor of preparing for use .....  
Oil and waste for engines and tenders .....  
Damage to property, including damages by fire and cattle killed on  
road .....  
Contingencies .....  
Total .....

RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc. ....  
Repairs of machinery .....  
Operating .....  
Total .....

EARNINGS AND CASH RECEIPTS AND PAYMENTS.

1ST. EARNINGS.

From passengers .....  
From freight .....  
From other sources .....  
Total .....

2D. RECEIPTS.

From passengers .....  
From freight .....  
Ferry, rents, mails, etc. ....  
Total .....



## EXPENSES OTHER THAN FOR CONSTRUCTION.

For road and ferry expenses, and property .....	\$205,777 25
For interest. ....	23,092 74
For payments to surplus fund .....	24,141 17
Total .....	<u>\$253,011 16</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

COB H. VANDERBILT.....	Staten Island.
W. W. MESEREAU.....	Staten Island.
H. MEYER.....	Staten Island.
KREISCHER.....	Staten Island.
CHARLES A. CANAVELLO.....	Staten Island.
JAMES MCNAMEE.....	Staten Island.
THANIEL MARSH.....	Staten Island.
TOWNSEND.....	Staten Island.
JAMES J. WINANT.....	Staten Island.
JOSEPH BRITTON.....	New York.
WILLIAM KING.....	Perth Amboy, N. J.
JOHN W. STITT.....	Franklin, N. J.
GEORGE P. OCHERSHAUSEN.....	New York.

J. H. VANDERBILT.....	President.
JNO. W. MESEREAU.....	Treasurer.
JNO. I. STEPHENS.....	Secretary.
J. W. WILBUR.....	Superintendent.

Communications intended for this company should be addressed, Staten Island Ferry office, foot Whitehall street, New York city.

The undersigned have caused the foregoing statements to be prepared by the officers and agents of this company, from the books and records, and have read them as far as practicable, and believe them to be correct.

(Signed) J. H. VANDERBILT, *President.*  
J. W. WILBUR, *Superintendent.*

(No. 170.)

## STERLING MOUNTAIN.

CITY OF NEW YORK, }  
New York County, } ss.:

A. HUMPHREY, Treasurer, and J. C. MISSIMER, acting Superintendent of operation of the Sterling Mountain Railway Company, being severally sworn, each for himself, depose and say, that the statements in the annexed report, which has been read by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) A. W. HUMPHREY,  
J. C. MISSIMER.

Subscribed and sworn to before me, }  
10th day of November, 1878. }

THEODORE HINSDALE, *Notary Public.*



## STOCK AND DEBTS.

Capital stock, as by charter .....	
Amount of stock subscribed .....	
Amount paid in, as by last report .....	
Total amount now paid in of capital stock .....	
Funded debt, as by last report .....	
Total amount now of funded debt .....	
Total amount now of funded and floating debt .....	
Average rate, per annum, of interest on funded debt .....	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and masonry .....	\$282,933 00	
For bridges and fences .....		
Superstructure, including iron .....		
Passenger and freight stations, buildings and fixtures .....	10,201 25	
Engine and car houses, machine shops, machinery and fixtures .....		
Land and land damages .....	12,554 19	
Locomotives and fixtures, and snow plows .....	47,700 00	
Passenger and baggage cars .....	142,255 79	
Freight and other cars .....		
Engineering and agencies .....	5,212 79	
Total cost of road and equipment .....	\$500,857 02	

## CHARACTERISTICS OF ROAD.

Length of road .....	
Length of road in this State .....	
Length of road laid .....	
Length of road laid in this State .....	
Length of double track, including sidings .....	
Weight of rail, per yard, on main track .....	
Number of engine-houses and shops .....	
Number of engines .....	
Number of second-class and emigrant passenger cars .....	
Number of freight cars, including coal cars .....	
Length of main line of road from Sterling Junction to Lakeville .....	

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by passenger trains .....	}	*
Number of miles run by freight trains .....		
Number of passengers (all classes) carried in cars .....		
Number of miles traveled by passengers, or number of passengers carried one mile .....		
Number of tons, of 2,000 pounds, of freight carried in cars .....		
Total movement of freight, or number of tons carried one mile .....		

\* No passenger trains are run separate from freight.

## RAILROAD REPORT

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average rate of speed adopted by express trains, including stops...	8
of speed of same when in motion.....	10
average weight, in tons, of passenger trains, exclusive of passen- s and baggage .....	89 1-10
average weight, in tons, of freight trains, exclusive of freight ....	

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

products of the forest.....	40,310
manufactures .....	4,155
merchandise.....	305
Total .....	44,770

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS :

first-class through passengers.....	3 cents.
first-class way passengers.....	3 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

costs of road-bed and railway, excepting cost of iron .....	\$5,166 14
of iron used in repairs.....	1,060 16
costs of buildings.....	356 23
on real estate .....	377 46
Total.....	\$6,959 99

## EXPENSES OF REPAIRS OF MACHINERY.

costs of engines and tenders.....	\$662 20
of freight cars.....	4,469 49
Total .....	\$5,131 69

## EXPENSES OF OPERATING THE ROAD.

operating expenses, stationery, etc.....	\$2,469 00
conductors and clerks .....	
costs of loading and unloading freight .....	
conductors, watchmen, and switchtenders .....	
and water station attendance .....	
conductors, baggage and brakemen .....	1,261 70
conductors and firemen .....	
cost and labor of preparing for use .....	383 33
oil and waste for engines and tenders.....	1,597 48
oil and waste for freight cars.....	
general superintendence .....	
Total .....	\$5,711 51

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc.....	\$6,959 99
Repairs of machinery.....	5,131 69
Operating.....	5,711 51
Total .....	\$17,803 19



## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	
From freight.....	
From other sources.....	
Total .....	

## 2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	
For interest.....	
To payments to surplus fund .....	
Total.....	

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

J. B. MOORHEAD .....	Philadelp
T. A. SCOTT.....	Philadelp
R. D. BARCLAY.....	Philadelp
PETER TOWNSEND.....	New Yor
D. B. GRANT.....	New Yor
A. W. HUMPHREYS .....	New Yor
J. C. MISSIMER.....	Sloatsbu

J. B. MOORHEAD ..... President.

A. W. HUMPHREYS ..... Treasurer and Secretary

J. C. MISSIMER ..... Engineer and Superinten

Communications intended for this company should be addressed, A. W. HUMPHREYS,  
No. 42 Pine street, New York city.

The undersigned have caused the foregoing statements to be prepared by the  
proper officers and agents of this company, from the books and records, and have  
examined them as far as practicable, and believe them to be correct.

(Signed) A. W. HUMPHREYS,  
J. C. MISSIMER, *Superintendent*



(No. 171.)

## SUSPENSION BRIDGE AND ERIE JUNCTION.

LESSOR.

OF NEW YORK, }  
 New York County, } ss.:

CHARLES G. BARBER, Treasurer of the Suspension Bridge and Erie Junction Railroad Company, being sworn, deposes and says, that the statements in the annexed which has been signed by him, at the end thereof, are true and correct, to the best of his knowledge, information, and belief.

(Signed) C. G. BARBER.

Subscribed and sworn to before me, }  
 7th day of November, 1878. }

HARSEN H. SMITH,  
 Notary Public, New York County.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,000,000 00
Amount of stock subscribed .....	500,000 00
Amount paid in, as by last report .....	500,000 00
Amount now paid in of capital stock .....	500,000 00
Debt, as by last report .....	1,000,000 00
Amount now of funded debt .....	1,000,000 00
Amount now of funded and floating debt .....	1,000,000 00
Rate, per annum, of interest on funded debt .....	7 per cent.

With regard to the total amount paid in of capital stock, it may be stated that a resolution of the board of directors of this company, dated June 7, 1870, was approved between M. Smith and this company, by which the former agreed to build the railway of the company complete for \$1,000,000 of its mortgage and the \$500,000 of its stock stated to have been subscribed in the above amount of stock subscribed.

The road was leased to the Erie Railway Company, July 13, 1870, during its co-existence, at a rental equal to thirty per centum of its gross earnings, not to exceed \$105,000 per annum.

The New York, Lake Erie and Western Railroad Company subsequently acquired the road, and since June 1, 1878, has operated this road under the said lease.

## CHARACTERISTICS OF ROAD.

Length of road .....	23.277 miles.
Length of road in this State .....	23.277 "
Length of road laid .....	23.277 "
Length of road laid in this State .....	23.277 "
Length of double track, including sidings and third rail .....	50.195 "
Weight of rail, per yard, on main track .....	62 pounds.
Length of main line of road from Junction with the New York, Lake Erie and Western Railway at East Buffalo to Suspension Bridge .....	23.277 miles.

This road being under lease and operated as aforesaid, for a part of the operations thereof, the expenditures connected therewith, and occurring thereon, reference must be had to the report, embracing the year made by the receiver of Erie Railway Company, and by the New Erie and Western Railroad Company.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

HUGH J. JEWETT .....	New York
GEORGE R. BLANCHARD .....	New York
JOHN A. HARDENBERG .....	New York
JOHN N. ABBOTT .....	New York
SOLOMON S. GUTHRIE .....	Buffalo,
AUGUSTUS R. MACDONOUGH .....	New York
BIRD W. SPENCER .....	Passaic,
RICHARD G. TAYLOR .....	Buffalo,
CHARLES G. BARBER .....	New York
OLIVER W. COOKE .....	New York
EDSON D. HAMMOND .....	New York
JOHN N. OUTWATER .....	New York
ROYAL C. VILAS .....	New York

HUGH J. JEWETT .....	President, New York City.
CHARLES G. BARBER .....	Treasurer, New York City.
AUGUSTUS R. MACDONOUGH .....	Secretary, New York City.

Communications intended for this company should be addressed, DONOUGH, 187 West street, or P. O. box 839, New York city.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) C. G. BARBER,

(No. 172.)

#### SYRACUSE, BINGHAMTON AND NEW YORK.

STATE OF NEW YORK, }  
County, } ss.:

SAMUEL SLOAN, President, and WILLIAM K. NIVER, acting Superintendent of the Syracuse, Binghamton and New York Railroad Company, being sworn, each for himself deposes and says, that the statements in the ann



has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

SAM. SLOAN,

W. K. NIVER.

scribed and sworn to before me,  
W. K. Niver, this 13th day of }  
November, 1878.

ROBERT H. ABBOTT,

*Notary Public, Onondaga County.*

scribed and sworn to before me,  
Samuel Sloan, this 21st day }  
November, 1878.

LUDWIG R. MILLER,

*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$2,004,000 00
Amount of stock subscribed.....	2,004,000 00
Amount paid in, as by last report.....	2,004,000 00
Amount now paid in of capital stock.....	2,004,000 00
Funded debt, as by last report.....	2,119,525 00
Amount now of funded debt.....	2,119,525 00
Floating debt, as by last report.....	147,237 12
Amount now of floating debt*.....	140,362 13
Amount now of funded and floating debt.....	2,259,887 13
Interest rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry.....	\$554,280 81	\$554,280 81
Trusses.....	32,587 77	32,587 77
Structure, including iron.....	108,414 60	108,414 60
Passenger and freight stations, buildings and fences.....	34,641 69	34,641 69
Engine and car houses, machine shops, ma- chinery and fixtures.....	122,600 24	122,600 24
Land damages, and fences.....	55,241 19	55,241 19
Motives and fixtures, and snow plows.....	58,275 67	58,275 67
Passenger and baggage cars.....	31,091 70	31,091 70
Freight and other cars.....	237,974 21	237,974 21
Engineering and agencies.....	2,694 43	2,694 43
Amount paid for road in 1856.....	2,667,243 35	2,667,243 35
of Union railroad in 1858.....	133,983 77	133,983 77
Total cost of road and equipment.....	\$4,039,029 43	\$4,039,029 43

\*Amount represents interest, supply vouchers and pay-rolls, as due on and after October 1st which company have on hand cash and accounts receivable amounting to \$310,189.71.



## CHARACTERISTICS OF ROAD.

Length of road.....	.....
Length of road in this State.....	.....
Length of road laid.....	.....
Length of road laid in this State.....	.....
Length of double track, including sidings.....	.....
Weight of rail, per yard, on main track.....	.....
Number of engine-houses and shops.....	.....
Number of engines.....	.....
Number of first-class passenger cars.....	.....
Number of second-class and emigrant passenger cars.....	.....
Number of baggage, mail, and express cars.....	.....
Number of freight cars, including coal cars.....	.....
Length of main line of road from Geddes to Binghamton.....	.....

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	.....
Number of miles run by freight trains.....	.....
Number of passengers (all classes) carried in cars.....	.....
Number of miles traveled by passengers, or number of passengers carried one mile.....	.....
Number of tons, of 2,000 pounds, of freight carried in cars.....	.....
Total movement of freight, or number of tons carried one mile.....	.....
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	.....
Rate of speed of same when in motion.....	.....
Average rate of speed adopted by express trains, including stops.....	.....
Rate of speed of same when in motion.....	.....
Average rate of speed adopted by freight trains, including stops.....	.....
Rate of speed of same when in motion.....	.....
Average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	.....
Average weight, in tons, of freight trains, exclusive of freight.....	.....

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	.....
Of animals.....	.....
Of vegetable food.....	.....
Other agricultural products.....	.....
Manufactures.....	.....
Merchandise.....	.....
Coal.....	.....
Other articles.....	.....
Total.....	.....

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE MILE, AS FOLLOWS:

For first-class through passengers.....	.....
For first-class way passengers.....	.....
For emigrant through passengers.....	.....
For emigrant way passengers.....	.....

# RAILROAD REPORT.

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## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$71,783 88	\$17,945 97	\$53,837 91
Repairs of bridges .....	9,867 81	2,376 30	7,491 51
Repairs of telegraph .....	3 74	1 25	2 49
Cost of iron used in repairs.....	20,500 00	5,125 00	15,375 00
Allotted to passenger transportation:			
Length in feet .....			10,585 }
Weight in pounds .....			241,920 }
Allotted to freight transportation:			
Length in feet .....			31,786 }
Weight in pounds .....			725,700 }
Repairs of buildings .....	10,491 42	9,443 50	1,047 92
Repairs of fences and gates .....	636 63	318 31	318 32
Taxes on real estate.....	25,732 85	6,483 21	19,249 64
Totals .....	\$139,016 33	\$41,693 54	\$97,322 79

## REPAIRS OF MACHINERY.

Repairs of engines and tenders .....	\$32,787 82	\$7,109 69	\$25,678 13
Repairs of passenger and baggage cars .....	8,943 72	8,943 72	.....
Repairs of freight cars .....	42,094 99	.....	42,094 99
Repairs of tools and machinery in shops .....	2,393 60	598 40	1,795 20
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	3,031 78	1,760 00	1,271 78
Totals .....	\$89,251 91	\$18,411 81	\$70,840 10



## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$1,923 91	\$961 90	\$962 01
Agents and clerks.....	21,891 09	10,650 54	10,650 55
Labor: loading and unloading freight.....	12,108 05	.....	12,108 05
Porters, watchmen, and switchtenders.....	7,779 08	3,889 54	3,889 54
Wood and water station attendance.....	3,206 04	1,603 02	1,603 02
Conductors, baggage and brakemen.....	15,177 19	6,995 65	8,181 54
Enginemen and firemen.....	16,861 37	5,065 60	11,795 77
Fuel: cost and labor of preparing for use.....	44,283 94	22,119 97	22,119 97
Oil and waste for engines and tenders.....	3,091 02	1,422 97	1,668 05
Oil and waste for freight cars.....	741 21	.....	741 21
Oil and waste for passenger and baggage cars.....	706 85	706 85	.....
Loss and damage of goods and baggage.....	420 49	210 24	210 25
Damage for injuries of persons.....	6,755 79	6,700 00	55 79
Damage to property, including damages by fire and cattle killed on road.....	65 00	.....	65 00
General superintendence.....	3,749 94	937 48	2,812 46
Contingencies.....	47,548 23	6,694 57	40,853 66
Totals.....	\$185,675 20	\$97,958 33	\$117,716 87



## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

Cars .....	\$22,325 04
Salaries of general office, New York .....	17,024 14
General expenses at New York .....	4,962 53
Repairs .....	1,640 57
Insurance .....	858 15
Interest .....	737 80
Total .....	<u>\$47,548 23</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$139,016 33	\$41,693 54	\$97,322 79
Repairs of machinery .....	89,251 91	18,411 81	70,840 10
Transporting .....	185,675 20	67,953 33	117,716 87
Totals .....	<u>*\$413,943 44</u>	<u>\$128,063 68</u>	<u>\$285,879 76</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers .....	\$122,226 37
From freight .....	419,467 99
From other sources .....	51,347 36
Total .....	<u>\$593,041 72</u>

RECEIPTS.	
From passengers .....	\$122,226 37
From freight .....	419,467 99
Express .....	\$24,000 00
Freight .....	6,683 40
Use of cars .....	18,193 09
Freight .....	2,294 84
Storage .....	83 18
Telegraph .....	92 85
	<u>51,347 36</u>
Total .....	<u>\$593,041 72</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$413,943 44
For interest .....	141,400 00
For payments to surplus fund .....	37,698 28
Total .....	<u>\$593,041 72</u>
Total amount of surplus fund .....	<u>\$98,510 36</u>

## Includes the following extraordinary expenses:

Steel rails, cost .....	\$20,500 00
Freight cars, cost .....	21,250 00
On account, new depot at Syracuse .....	5,050 00
Bridge, Onondaga creek .....	4,000 83
Other expenses .....	<u>10,450 90</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.						
November 6.....	....	....	....	1	....	....
November 28.....	....	....	....	....	....	3
December 26.....	....	....	....	....	1	....
1878.						
March 1.....	....	....	....	1	....	....
May 31.....	....	....	....	....	1	....
June 11.....	....	....	1	....	....	....
August 8.....	....	....	....	1	....	....
September 24.....	....	....	....	....	....	1
Total.....	....	....	1	3	2	4

*The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each person, as follows :*

## 1877.

November 6. Philip Heinrich, night watchman in Syracuse yard, was killed by coal train and lost his leg.

November 28. Henry, John, and Porter Cool were attempting to cross at Warren street crossing, in Homer, in front of train No. 4, when they were killed by the engine, but not seriously injured.

December 26. Ellen Gettings walked on the track, between Syracuse and Binghamton, towards approaching train and within a few rods of the engine when she fell down on the rails, was run over and instantly killed.

## 1878.

March 1. Cornelius Sullivan, brakeman on freight train, crushed his leg between coupling cars at Cortland.

May 31. Andrew Hirst, an old man, picking coal in Syracuse yard, was killed by coal train and killed.

June 11. William Bogan, trackman at Apulia, lying on the track, drunk, was run over and killed.

August 9. Frank Trulove, trackman, attempting to get on coal train at Apulia, and falling, had his foot crushed ; leg amputated.

September 24. Eddie Van Pelt, a boy about seven years old, had his leg crushed falling under car of coal train passing Montgomery street crossing in Syracuse.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

SAMUEL SLOAN .....	New York City.
MOSES TAYLOR .....	New York City.
WILLIAM E. DODGE .....	New York City.
PERCY R. PYNE .....	New York City.
GEORGE BULKLEY .....	Southport, Conn.
GEORGE BLISS .....	New York City.
W. A. MURDOCK .....	New York City.
JOHN BRISBIN .....	New York City.
T. B. FITCH .....	Syracuse.
E. F. HOLDEN .....	Syracuse.
F. H. GIBBONS .....	New York City.
FRED. F. CHAMBERS .....	New York City.
BENJAMIN G. CLARKE .....	New York City.

SAMUEL SLOAN .....	President, New York City.
F. H. GIBBONS .....	Treasurer, New York City.
FRED. F. CHAMBERS .....	Secretary, New York City.
W. K. NIVER .....	Superintendent, Syracuse.

Communications intended for this company should be addressed, SAMUEL SLOAN, No. 26 Exchange Place, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

SAM. SLOAN, *President.*

W. K. NIVER, *Supt.*

(No. 173.)

## SYRACUSE, CHENANGO AND NEW YORK.

STATE OF NEW YORK, }  
Onondaga County, } ss.:

JAMES J. BELDEN, President, and A. CADWELL BELDEN, acting Manager of operations of the Syracuse, Chenango and New York Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

J. J. BELDEN,

A. C. BELDEN.

Subscribed and sworn to before me, }  
this 13th day of November, 1878: }

F. B. CHAPMAN,

*Notary Public.*



## STOCK AND DEBTS.

Capital stock, as by charter .....	
Amount of stock subscribed.....	
Amount paid in, as by last report. ....	
Total amount now paid in of capital stock .....	
Funded debt, as by last report .....	
Total amount now of funded debt .....	
Total amount now of funded and floating debt. ....	
Average rate, per annum, of interest on funded debt. ....	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By
For graduation and masonry .....	\$788 14	
For bridges .....	63 50	..
Passenger and freight stations, buildings and fixtures .....		
Engine and car houses, machine shops, machinery and fixtures.....		
Land, land damages, and fences .....	118 35	
Locomotives and fixtures, and snow plows .....		
Freight and other cars .....		
Engineering and agencies. ....	50 00	
Telegraph line.....	639 15	
Syracuse and Chenango Railroad bought in on foreclosure of mortgage.....	1,062,800 00	
Total cost of road and equipment.....	\$1,064,459 14	

## CHARACTERISTICS OF ROAD.

Length of road.....	
Length of road in this State.....	
Length of road laid .....	
Length of road laid in this State .....	
Length of double track, including sidings.....	

Weight of rail, per yard, on main track. ....

Number of engine-houses and shops.....	
Number of engines.....	
Number of first-class passenger cars.....	
Number of baggage, mail, and express cars.....	
Number of freight cars, including coal cars .....	

Length of main line of road from Syracuse to Earlville. ....

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES

Number of miles run by passenger trains .....	}
Number of miles run by freight trains .....	}
Number of passengers (all classes) carried in cars .....	
Number of miles traveled by passengers, or number of passengers carried one mile.....	

Number of tons of 2,000 pounds, of freight carried in cars .....	
Total movement of freight, or number of tons carried one mile.....	

Rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	25
Rate of speed of same when in motion .....	30
Rate of speed adopted by express trains, including stops ..	25
Rate of speed of same when in motion .....	30
Weight, in tons, of passenger trains, exclusive of passengers and baggage .....	40
Weight, in tons, of freight trains, exclusive of freight .....	85

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest .....	10,215
Minerals .....	1,637
Edible food .....	3,032
Agricultural products .....	565
Machinery .....	2,671
Merchandise .....	3,199
Other articles .....	22,833
Total .....	44,152

## RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

First-class through passengers .....	3 cents.
First-class way passengers .....	3 "

## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron. ....	\$17,010 60	\$8,609 10	\$8,401 50
Cost of iron used in repairs. ....	5,682 57	2,891 28	2,691 29
Repairs of buildings. ....	535 89	268 40	267 40
Repairs of fences and gates. ....	922 95	469 10	453 85
Taxes on real estate. ....	3,298 74	1,660 37	1,638 37
Totals. ....	\$27,350 75	\$13,898 25	\$13,452 50
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$7,574 63	\$8,947 20	\$3,627 43
Repairs of passenger and baggage cars. ....	1,939 62	1,939 62	.....
Repairs of freight cars. ....	2,065 90	.....	2,065 90
Repairs of tools and machinery in shops. ....	204 55	104 55	100 00
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	257 19	148 10	109 09
Totals. ....	\$12,041 89	\$6,139 47	\$5,902 42



## RAILROAD REPORT.

561

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$1,560 48	\$791 20	\$769 28
Agents and clerks. ....	4,831 88	2,415 94	2,415 94
Labor: loading and unloading freight .....	311 00	.....	311 00
Porters, watchmen, and switchtenders. ....	1,267 05	636 85	630 20
Conductors, baggage and brakemen. ....	3,812 18	1,906 09	1,906 09
Enginemen and firemen. ....	4,565 49	2,010 10	2,555 39
Fuel: cost and labor of preparing for use. ....	8,005 10	3,500 00	4,605 10
Oil and waste for engines and tenders. ....	431 81	220 00	211 81
Oil and waste for freight cars. ....	215 84	.....	215 84
Oil and waste for passenger and baggage cars. ....	215 94	215 94	.....
Loss and damage of goods and baggage. ....	91 91	.....	91 91
Damage to property, including damages by fire and cattle killed on road. ....	194 00	99 00	95 00
General superintendence. ....	2,000 00	800 00	1,200 00
Contingencies *. ....	2,620 95	1,320 95	1,300 00
Totals. ....	\$30,123 73	\$13,916 07	\$16,207 66
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$27,350 75	\$13,898 25	\$13,452 50
Repairs of machinery. ....	12,041 89	6,139 47	5,902 42
Operating. ....	30,123 73	13,916 07	16,207 66
Totals. ....	\$69,516 37	\$33,953 79	\$35,562 58

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	
From freight.....	
From other sources.....	
Total .....	

## 2d. RECEIPTS.

From passengers .....	
From freight.....	
American Express Company.....	\$1,442 97
Post-office Department.....	2,601 52
Total .....	

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses....	
For interest .....	
To payments to surplus fund .....	
Mileage on cars.....	\$43 93
Rents.....	50 00
Total .....	

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JAMES J. BELDEN .....	Syracuse
HENRY L. DUGUID .....	Syracuse
ALFRED A. HOWLETT.....	Syracuse
JOHN GREENWAY.....	Syracuse
A. CADWELL BELDEN.....	Syracuse
HIRAM EATON.....	Fayette
MYRON BANGS.....	Fayette
W. BROWN SMITH.....	Syracuse
GEO. F. COMSTOCK.....	Syracuse
HORACE CANDEE.....	Syracuse
R. NELSON GERE.....	Syracuse
HENRY D. DENISON.....	Syracuse
DENNIS MCCARTHY.....	

JAMES J. BELDEN .....	President, Syracuse
JEREMIAH SHERMAN.....	Treasurer, Syracuse
HENRY L. DUGUID .....	Secretary, Syracuse
JAMES BARNES.....	Engineer, Philadelphia
A. CADWELL BELDEN .....	Manager, Syracuse

Communications intended for this company should be addressed, JAMES J. BELDEN, Syracuse, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. J. BELDEN, J.  
A. C. BELDEN, J.



(No. 174.)

## SYRACUSE, GENEVA AND CORNING,

LESSOR.

OF NEW YORK, }  
 Schuyler County, } ss.:

GEORGE J. MAGEE, President of the Syracuse, Geneva and Corning Railway Company, being duly sworn, for himself deposes and says, that the statements in the report, which has been signed by him, at the end thereof, are true and according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. MAGEE.

Subscribed and sworn to before me, }  
 this 10th day of November, 1878. }

L. B. ROBINSON,  
 Notary Public, Schuyler County.

## STOCK AND DEBTS.

Capital stock.....	\$1,200,000 00
Amount of stock subscribed.....	1,173,700 00
Amount paid in, as by last report.....	1,152,200 00
Amount now paid in of capital stock.....	1,162,400 00
Amount of debt, as by last report.....	1,000,000 00
Amount now of funded debt.....	1,000,000 00
Amount of debt, as by last report.....	278,788 78
Amount now of floating debt.....	461,065 88
Amount now of funded and floating debt.....	1,461,065 88
Rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$327,016 81	\$708,508 28
Grades and masonry.....	201,958 85	398,696 84
Structure, including iron.....	439,058 34	962,072 59
Water and freight stations, buildings and fences.....	5,845 97	62,476 39
Land damages, and fences.....	170,371 27	336,611 31
Telegraph and agencies.....	51,737 54	108,397 17
Construction account not yet distributed per account.....	1,235,000 00	.....
Telephone line.....	.....	3,310 50
Total cost of road and equipment.....	\$2,430,988 78	\$2,580,073 08



## CHARACTERISTICS OF ROAD.

Length of road.....	57.25 mil
Length of road in this State.....	57.25
Length of road laid.....	57.25
Length of road laid in this State.....	57.25
Length of double track, including sidings.....	7.52
Weight of rail, per yard, on main track.....	60 pound
Number of engine-houses and shops.....	
Length of main line of road from Corning, N. Y., to Geneva, N. Y....	57.25 mil

The company do not own any rolling stock.

This road is leased to the Fall Brook Coal Company for a term of years, is operated and maintained by them, and the report of the details relating to the operation, maintenance, and repairs of the road will be furnished by them as lessees.

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.\*

## 1st. RECEIPTS.

On account rent of road .....	\$68,930
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## 2d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest .....	\$35,000
Payments to surplus fund .....	33,930
Total payments during the year .....	\$68,930

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE J. MAGEE.....	Watkins, N. Y.
ALEXANDER OLCOTT.....	Corning, N. Y.
JOHN LANG.....	Watkins, N. Y.
DANIEL BRACH.....	Watkins, N. Y.
W. T. HAMILTON.....	Syracuse, N. Y.
FRANK HISCOCK.....	Syracuse, N. Y.
AUGUSTUS SCHELL.....	New York City.
SAMUEL T. BARGER.....	New York City.
EDWIN D. WORCESTER.....	New York City.
ISAAC P. CHAMBERS.....	New York City.
JAMES TILLINGHAST.....	Buffalo, N. Y.
GEORGE H. BURROWS.....	Rochester, N. Y.
DWIGHT W. PARDEE.....	Brooklyn, N. Y.

GEORGE J. MAGEE.....	President.
JOHN LANG.....	Vice-President.
EDWIN D. WORCESTER.....	Treasurer.
ALEXANDER OLCOTT.....	Secretary.

Communications intended for this company should be addressed, Watkins, Schenectady county, N. Y.

The undersigned has caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and examined them as far as practicable, and believes them to be correct.

(Signed) GEORGE J. MAGEE, *President*

\* Reported by Fall Brook Coal Company to lessors.

(No. 175.)

## SYRACUSE, GENEVA AND CORNING,

LESSEES.

OF NEW YORK, }  
 Schuyler County, } ss.:

GEORGE J. MAGEE, President, and JOHN LANG, Treasurer of the Fall Brook Coal  
 Company, lessees and operators of the Syracuse, Geneva and Corning Railroad,  
 severally sworn, each for himself, deposes and says, that the statements in the  
 report, which has been signed by each of them, at the end thereof, are true  
 and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. MAGEE,  
 JOHN LANG.

Subscribed and sworn to before me, }  
 18th day of November, 1878. }

L. B. ROBINSON,  
 Notary Public, Schuyler County, N. Y.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	67,970
Number of miles run by freight trains .....	106,732
Number of passengers (all classes) carried in cars .....	43,001
Number of miles traveled by passengers, or number of passengers carried one mile .....	1,023,343
Number of tons, of 2,000 pounds, of freight carried in cars .....	295,438
Number of tons, of 2,000 pounds, of freight carried one mile .....	14,245,250
Rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour) .....	20
Rate of speed of same when in motion .....	25
Rate of speed adopted by express trains, including stops ..	20
Rate of speed of same when in motion .....	25
Rate of speed adopted by freight trains, including stops ..	12
Rate of speed of same when in motion .....	14
Weight, in tons, of passenger trains, exclusive of passengers and baggage .....	80
Weight, in tons, of freight trains, exclusive of freight .....	260

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest .....	12,331
Animals .....	880
Edible food .....	475
Agricultural products .....	7,810
Machinery .....	4,209
Merchandise .....	8,499
Other .....	261,234
Total .....	295,438

RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

First-class through passengers .....	3 cents.
First-class day passengers .....	3



## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron*.....	\$48,767 14	\$4,876 70	\$43,890 44
Taxes on real estate .....	475 94	47 51	428 43
Totals .....	\$49,243 08	\$4,924 21	\$44,318 87
REPAIRS OF MACHINERY.			
Repairs of freight cars .....	\$1,447 69	.....	\$1,447 69
Paid for motive power and car service .....	74,006 81	9,250 85	64,755 96
Totals .....	\$75,454 50	\$9,250 85	\$66,203 65

\* Includes \$10,697.41, amount expended for additional switches, farm crossings, and station tenement houses.



## EXPENSES—(Continued).

## RAILROAD REPORT.

567

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$4,125 38	\$412 53	\$3,712 85
Agents and clerks ....	8,888 84	2,222 21	6,666 63
Wood and water station attendance ....	310 57	155 28	155 29
Conductors, baggage and brakemen. ....	2,714 50	2,714 50	.....
General superintendence. ....	2,500 00	625 00	1,875 00
Contingencies ....	1,419 86	141 98	1,277 88
Totals ....	\$19,959 15	\$6,271 59	\$13,687 65
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$49,243 08	\$4,924 21	\$44,318 87
Repairs of machinery ....	75,454 50	9,250 85	66,203 65
Operating ....	19,959 15	6,271 50	13,687 65
Totals ....	\$144,656 73	\$20,446 56	\$124,210 17

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	
From freight.....	
From other sources.....	
Total .....	

## 2d. RECEIPTS.

From passengers .....	
From freight.....	
Mail .....	\$1,200 52
Express .....	1,236 69
Miscellaneous .....	36 10

Total.....

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	
For interest*.....	
For dividends on stock—amount and rate per cent*.....	
To payments to surplus fund .....	
Payment on account of rent.....	

Total .....

*The following is a statement of the date of each accident, the place where the train, the cause and the extent of the injuries inflicted upon each the name of such person, as follows:*

1878.

August 12. John Ross, aged about 42 years, employed as trackman, near Geneva; was lying on the track intoxicated; train No. 6 ran over him off both his legs.

## OFFICERS OF THE FALL BROOK COAL COMPANY.

GEORGE J. MAGEE.....	President, Watkins, N. Y.
JOHN LANG.....	Treasurer and Secretary, Watkins,
ANTON HARDT.....	Engineer, Wellsboro, Pa.
A. H. GORTON.....	Superintendent, Corning, N. Y.

Communications intended for this company should be addressed, J. Treasurer, Watkins, Schuyler county, N. Y.

The undersigned have caused the foregoing statements to be prepared by proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE J. MAGEE, *President*  
JOHN LANG, *Secretary and Treasurer*

\* Reported by Syracuse, Geneva and Corning Railway Company.



(No. 176.)

## SYRACUSE JUNCTION.

OF NEW YORK, }  
 York City and County, } ss.:

WIN D. WORCESTER, President of the Syracuse Junction Railroad Company,  
 sworn, deposes and says, that the statements in the annexed report, which  
 been signed by him, at the end thereof, are true and correct, according to the  
 of his knowledge, information, and belief.

(Signed) E. D. WORCESTER.

cribed and sworn to before me, }  
 7th day of November, 1878. }

D. W. PARDEE,  
 Notary Public, New York County.

## STOCK AND DEBTS.

al stock, as by charter.....	\$100,000 00
nt of stock subscribed.....	100,000 00
nt paid in, as by last report.....	100,000 00
amount now paid in of capital stock.....	100,000 00
he New York Central and Hudson River Railroad Company...	632,297 57

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
raduation and masonry.....	\$319,175 53	\$319,175 53
ridges.....	44,157 54	44,157 54
structure, including steel rail.....	257,401 50	257,401 50
land damages, and fences.....	105,263 00	105,263 00
engineering and agencies.....	6,300 00	6,300 00
total cost of road and equipment.....	\$732,297 57	\$732,297 57

## CHARACTERISTICS OF ROAD.

h of road.....	7.81 miles.
h of road in this State.....	7.81 "
h of road laid.....	7.81 "
h of road laid in this State.....	7.81 "
h of double track, including sidings.....	7.81 "
ut of rail, per yard, on main track (all steel).....	65 to 67 lbs.
h of main line of road from junction with the New York Cen- and Hudson River railroad, near De Witt, east of Syracuse, und that city to junction with same road west of Syracuse.....	7.81 miles.

the road of this company was leased to the New York Central and Hudson River  
 Road Company, on the 10th day of April, 1875. That company has used its own  
 power and rolling stock in operating the road, and will include in its own  
 the doings in transportation, etc.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY

*Directors.*

WILLIAM H. VANDERBILT.....	
CORNELIUS VANDERBILT.....	
WILLIAM K. VANDERBILT.....	
FREDERICK W. VANDERBILT.....	
AUGUSTUS SCHELL.....	
SAMUEL F. BARGER.....	
EDWIN D. WORCESTER.....	
JAMES TILLINGHAST.....	
CHARLES H. FISHER.....	

EDWIN D. WORCESTER..... President.

WILLIAM K. VANDERBILT..... Treasurer and S

Communications intended for this company should be addressed,  
TER, President, Grand Central Depot, Fourth avenue and Forty-second  
York city.

The undersigned has caused the foregoing statements to be prepared by  
proper officers and agents of this company, from the books and records  
examined them as far as practicable, and believes them to be correct.

(Signed) E. D. WORCESTER

(No. 177.)

## SYRACUSE, PHOENIX AND OSWEGO.

STATE OF NEW YORK, }  
Onondaga County, } ss.:

ALFRED A. HOWLETT, Treasurer of the Syracuse, Phoenix and Oswego  
Company, being sworn, deposes and says, that the statements in the  
which has been signed by him, at the end thereof, are true and correct  
the best of his knowledge, information, and belief.

Subscribed and sworn to before me, }  
this 17th day of December, 1878. }

(Signed) A. A.

T. J. LEACH,

Notary Public, Onondaga County.

## STOCK AND DEBTS.

Capital stock, as by charter .....  
Amount of stock subscribed .....  
Amount paid in, as by last report .....  
Total amount now paid in of capital stock .....  
Floating debt, as by last report .....  
The amount now of floating debt .....  
Total amount now of funded and floating debt .....

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$42,178 05	\$42,178 05
For bridges .....	10,052 09	10,052 09
Superstructure, including iron .....	1,600 00	1,600 00
Land, land damages, and fences .....	29,400 00	29,400 00
Engineering and agencies .....	14,250 00	14,250 00
Total cost of road and equipment .....	\$97,480 14	\$97,480 14

## CHARACTERISTICS OF ROAD.

Length of road.....	30 miles.
Length of road in this State.....	30 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM PATRICK.....	Phoenix, N. Y.
GOVERNEUR M. SWEET .....	Phoenix, N. Y.
JOHN H. I. DIEFENDORF.....	Phoenix, N. Y.
EDWARD N. CARRIER .....	Phoenix, N. Y.
MAX B. RICHARDSON.....	Oswego, N. Y.
STEPHEN O. HOWARD .....	Phoenix, N. Y.
OLIVER BREED .....	Phoenix, N. Y.
WILLARD JOHNSON.....	Fulton, N. Y.
GEORGE F. COMSTOCK.....	Syracuse, N. Y.
ALFRED A. HOWLETT.....	Syracuse, N. Y.
JACOB S. SMITH.....	Syracuse, N. Y.
THOMAS GALE.....	Syracuse, N. Y.
ELIAS W. LEAVENWORTH .....	Syracuse, N. Y.

GEORGE F. COMSTOCK..... President.

ALFRED A. HOWLETT .....

PATRICK H. AGAN..... Secretary.

Communications intended for this company should be addressed, Syracuse, Onondaga County, N. Y.

The undersigned Treasurer has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) A. A. HOWLETT, *Treasurer.*



(No. 178.)

## TROY AND BENNINGTON.

STATE OF NEW YORK, }  
*Rensselaer County,* } ss.:

LYMAN BENNETT, President, and WILLIAM GURLEY, Treasurer of the Troy and Bennington Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) LYMAN BENNETT  
 WILLIAM GURLEY

Subscribed and sworn to before me, }  
 this 14th day of November, 1878. }

SPENCER BAILEY,  
*Commissioner of Deeds.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$80,000
Amount of stock subscribed .....	75,400
Amount paid in, as by last report .....	75,400
Total amount now paid in of capital stock .....	75,400
Funded debt, as by last report .....	80,600
Total amount now of funded debt .....	78,600
Total amount now of funded and floating debt .....	78,600
Average rate, per annum, of interest on funded debt .....	7 per cent

This road extends from Hoosick Junction, on the Troy and Boston Railroad, to the Vermont State line. It is leased by the Troy and Boston Railroad Company, whom it is operated, and whose report contains all details of management.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$129,057 43	\$129,057
For bridges .....	27,220 14	27,220
Superstructure, including iron .....	35,196 34	35,196
Passenger and freight stations, buildings and fixtures .....	1,322 00	1,322
Land, land damages, and fences .....	36,571 70	36,571
Engineering and agencies .....	7,585 76	7,585
Total cost of road and equipment .....	\$236,953 37	\$236,953



## RAILROAD REPORT.

573

## CHARACTERISTICS OF ROAD.

Length of road .....	5.38 miles.
Length of road in this State .....	5.38 "
Length of road laid .....	5.38 "
Length of road laid in this State .....	5.38 "
Length of double track, including sidings. ....	.38 "
Weight of rail, per yard, on main track. ....	53 pounds.
Length of main line of road from Hoosick Junction to Vermont State line .....	5.38 miles.

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. RECEIPTS.

From passengers ..	} Annual rent .....	\$15,400 00
From freight .....		
From other sources		
Balance on hand last annual report .....		1,210 48
Total .....		\$16,610 48

## 2D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest .....	\$5,837 21
For dividends on stock—amount and rate per cent, 8 per cent. ....	5,908 00
Bonds for sinking fund canceled .....	2,000 00
Salaries and incidental expenses .....	268 25
Total .....	\$14,013 46
Total amount of surplus fund, cash on hand .....	\$2,597 02

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN M. CORLISS .....	Waterford, N. Y.
LYMAN BENNETT .....	Troy, N. Y.
DANIEL W. FORD .....	Troy, N. Y.
JOSEPH W. FULLER .....	Troy, N. Y.
ADAM C. FELLOWS .....	Troy, N. Y.
JOHN B. GALE .....	Troy, N. Y.
DANIEL ROBINSON .....	Troy, N. Y.
LEWIS E. GURLEY .....	Troy, N. Y.
THOMAS W. LOCKWOOD .....	Troy, N. Y.
WILLIAM GURLEY .....	Troy, N. Y.
Three vacancies.	

LYMAN BENNETT ..... President.

WILLIAM GURLEY ..... Treasurer and Secretary.

Communications intended for this company should be addressed, WM. GURLEY, 514 Fulton street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

LYMAN BENNETT, *President.*WILLIAM GURLEY, *Treasurer.*

(No. 179.)

## TROY AND BOSTON.

STATE OF NEW YORK, }  
*Rensselaer County,* } ss.:

DANIEL ROBINSON, Treasurer of the Troy and Boston Railroad Company, duly sworn, deposes and says, that the statements in the annexed report, been signed by him, at the end thereof, are true and correct, according to his knowledge, information, and belief.

(Signed) DAN. ROBINSON

Subscribed and sworn to before me, }  
 this 15th day of January, 1879. }

JOHN H. PECK,

Commissioner of Deeds, Troy, N. Y.

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$2,000,000
Amount of stock subscribed.....	1,000,000
Amount paid in, as by last report.....	1,000,000
Total amount now paid in of capital stock.....	1,000,000
Funded debt, as by last report.....	2,000,000
Total amount now of funded debt.....	2,000,000
Floating debt, as by last report*.....	2,000,000
The amount now of floating debt.....	2,000,000
Total amount now of funded and floating debt, after deducting amount due from station agents.....	2,000,000
Average rate, per annum, of interest on funded debt.....	2,000,000

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$889,626 57	\$889,626 57
For bridges.....	48,025 90	48,025 90
Superstructure, including iron.....	393,206 60	393,206 60
Passenger and freight stations, buildings and fixtures.....	57,988 63	57,988 63
Engine and car-houses, machine shops, machinery and fixtures.....	62,149 04	62,149 04
Land, land damages, and fences.....	297,126 23	297,126 23
Locomotives and fixtures, and snow plows.....	153,376 00	153,376 00
Passenger and baggage cars.....	76,633 43	76,633 43
Freight and other cars.....	336,769 67	336,769 67
Engineering and agencies.....	410,069 13	410,069 13
Grading, masonry, and superstructure on Southern Vermont Railroad.....	75,000 00	75,000 00
Total cost of road and equipment.....	\$2,799 971 20	\$2,799 971 20

\* Should have been \$371,976.78.

## RAILROAD REPORT.

575

## CHARACTERISTICS OF ROAD.

Length of road .....	34.74 miles.
Length of road in this State .....	34.74 "
Length of road laid .....	34.74 "
Length of road laid in this State .....	34.74 "
Length of double track, including sidings .....	13.90 "
Length of branches leased by the company, laid .....	11.28 "
Length of double track laid on same .....	1.19 "
Weight of rail, per yard, on main track .....	60 pounds.
Number of engine-houses and shops .....	5
Number of engines .....	17
Number of first-class passenger cars .....	15
Number of caboose and wreck passenger cars .....	9
Number of baggage, mail, and express cars .....	7
Number of freight cars, including coal cars .....	451
Length of main line of road from Troy, N. Y., to Vermont State line, .....	34.74 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	166,149
Number of miles run by freight trains .....	195,222
Number of passengers (all classes) carried in cars .....	294,878.5
Number of miles traveled by passengers, or number of passengers carried one mile .....	6,512,166
Number of tons, of 2,000 pounds, of freight carried in cars .....	594,904.850
Total movement of freight, or number of tons carried one mile .....	21,976,234.471
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	23
Rate of speed of same when in motion .....	29
Average rate of speed adopted by express trains, including stops .....	29
Rate of speed of same when in motion .....	34
Average rate of speed adopted by freight trains, including stops .....	10
Rate of speed of same when in motion .....	12 to 15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	80
Average weight, in tons, of freight trains, exclusive of freight .....	200

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	42,308.763
Of animals .....	7,431.548
Of vegetable food .....	66,616.807
Other agricultural products .....	152,065.138
Manufactures .....	85,255.886
Merchandise .....	116,807.940
Coal .....	60,801.849
Other articles .....	64,616.919
Total .....	595,904.850

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	2 to 3 cents.
For first-class way passengers .....	3 "



## EXPENSES.

	ALLOTTED TO		
	Amount.	Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron.....	\$28,286 53	\$10,748 88	\$17,537 65
Cost of iron used in repairs.....	12,484 59	4,744 14	7,740 45
Repairs of buildings.....	4,138 61	1,572 67	2,565 94
Repairs of fences and gates.....	1,739 75	661 10	1,078 65
Taxes on real estate.....	19,787 88	7,519 39	12,268 49
Totals.....	\$66,437 36	\$25,246 18	\$41,191 18
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$21,428 76	\$8,142 93	\$13,285 83
Repairs of passenger and baggage cars.....	7,255 66	7,255 66	.....
Repairs of freight cars.....	13,999 28	.....	13,999 28
Repairs of tools and machinery in shops.....	3,252 20	1,235 84	2,016 36
Incidental expenses, including oil, fuel, clerks, watchman, etc., about shops.....	4,454 34	1,692 64	2,761 70
Totals.....	\$50,390 24	\$18,327 07	\$32,063 17

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$4,609 95	\$1,751 78	\$2,858 17
Agents and clerks .....	22,866 48	8,499 26	13,867 22
Labor: loading and unloading freight .....	19,012 47	.....	19,012 47
Porters, watchmen, and switchtenders. ....	3,731 55	1,418 00	2,313 55
Wood and water station attendance .....	2,221 06	844 00	1,377 06
Conductors, baggage and brakemen .....	13,701 55	5,206 59	8,494 96
Engineers and firemen .....	15,367 90	5,839 80	9,528 10
Fuel: cost and labor of preparing for use .....	44,357 75	16,855 94	27,501 81
Oil and waste for engines and tenders .....	2,915 62	1,107 94	1,807 68
Oil and waste for freight cars .....	1,451 49	.....	1,451 49
Oil and waste for passenger and baggage cars .....	1,237 02	1,237 02	.....
Loss and damage of goods and baggage .....	1,109 66	421 67	687 99
Damage for injuries of persons .....	4,974 28	1,890 23	3,084 05
Damage to property, including damages by fire and cattle killed on road .....	439 98	167 19	272 79
General superintendence .....	3,999 96	1,519 99	2,479 97
Contingencies .....	17,737 53	6,740 26	10,997 27
Expenses of Union R. R. ....	9,534 76	3,623 21	5,911 55
Totals .....	\$168,769 01	\$57,122 88	\$111,646 13
RECAPITULATION OF TRANSPORTATION EXPENSES.			
Maintaining road-bed, etc. ....	\$66,437 36	\$25,246 18	\$41,191 18
Repairs of machinery .....	50,390 24	18,327 07	32,063 17
Operating .....	168,769 01	57,122 88	111,646 13
Totals .....	\$285,596 61	\$100,696 13	\$184,900 48

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	\$174,490 38
From freight .....	363,980 73
From other sources .....	21,872 63
Total .....	\$560,343 74

## 2d. RECEIPTS.

From passengers .....	\$174,490 38
From freight .....	363,980 73
Express .....	\$10,885 94
Mails .....	10,437 19
Rent .....	549 50
Total .....	\$560,343 74

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$285,596 61
For interest .....	200,735 43
For dividends on stock—amount and rate per cent. ....	33,073 00
To payments to surplus fund .....	12,423 40
Leases * .....	27,400 00
Hire of cars .....	1,115 30
Total .....	\$560,343 74

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 24 .....	....	....	....	1	....	....	....	1
December 31 .....	....	....	....	1	....	....	....	1
1878.								
January 4 .....	....	....	....	1	....	....	....	1
Totals .....	....	....	....	3	....	....	....	3

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

December 24. A man named Windsor, passenger brakeman, had his hand badly injured while coupling engine to baggage car in Union Depot, Troy.

December 31. A freight train brakeman named George Wood fell off freight train, near Hoosick Junction, breaking three ribs.

\* NOTE.—Troy and Bennington rent ..... \$15,400 00  
 Southern Vermont ..... 12,000 00 ||  | \$27,400 00 |

State Engineer and Surveyor.



1878.

January 4. C. S. Clark, train master on train No. 19, at Lansingburgh, while twisting brake his hand slipped off, running through the window, cutting his wrist badly.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

D. THOMAS VAIL.....	Troy.
DANIEL ROBINSON.....	Troy.
JOHN H. WILLARD.....	Troy.
SAMUEL M. VAIL.....	Troy.
HENRY E. WEED.....	Troy.
SAMUEL B. SANFORD.....	Troy.
JOSEPH H. PARSONS.....	Troy.
CORNELIUS L. TRACY.....	Troy.
HARRISON DURKEE.....	New York.
WILLIAM H. VANDERBILT.....	New York.
AUGUSTUS SCHELL.....	New York.
LYMAN WILDER.....	Hoosick Falls.
SYLVANDER JOHNSON.....	North Adams.

D. THOS. VAIL..... President.

DANIEL ROBINSON..... Treasurer.

J. EDWARD MERRILL..... Secretary.

R. B. C. BEMENT..... Engineer.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) DAN. ROBINSON, *Treasurer.*

(No. 180.)

## TROY AND GREENBUSH.

STATE OF NEW YORK, } ss.:  
*Rensselaer County,*

E. THOMPSON GALE, Vice-President of the Troy and Greenbush Railroad Association, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. THOMPSON GALE.

Subscribed and sworn to before me, }  
 this 19th day of October, 1878. }

HYMAN HESS,

*Commissioner of Deeds, Troy, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$275,000 00
Amount of stock subscribed.....	274,400 00
Amount paid in, as by last report.....	274,400 00
Total amount now paid in of capital stock.....	274,400 00

This road extends from Troy to East Albany, and was, at the time the road was leased, about six miles in length, and is leased for the term of its charter to the

Hudson River Railroad Company. The Hudson River Railroad Company operates the road and has entire control of it, and this company is not informed as to its operations or earnings, or as to any additions to its track or otherwise, and has not been since the execution of the lease many years ago.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$89,221 37	\$89,221 37
For bridges.....	55,836 02	55,826 02
Superstructure, including iron.....		
Passenger and freight stations, buildings and fixtures.....	16,858 43	16,858 43
Engine and car-houses, machine shops, machinery and fixtures .....	9,926 89	9,926 89
Land, land damages, and fences .....	65,286 37	65,286 37
Locomotives and fixtures, and snow plows ....		
Passenger and baggage cars.....	36,073 46	36,073 46
Freight and other cars.....		
Engineering and agencies .....	21,705 82	21,705 82
Total cost of road and equipment at date of lease .....	\$294,908 36	\$294,908 36

## CHARACTERISTICS OF ROAD.

Length of road.....	6.00 miles.
Length of road in this State.....	6.00 "
Length of road laid .....	6.00 "
Length of road laid in this State.....	6.00 "

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. RECEIPTS.

Rental .....	\$19,250 00
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## 2D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—two of $3\frac{1}{4}$ per cent each .....	\$19,208 00
To payments to surplus fund .....	90 00
Total .....	\$19,298 00
Total amount of surplus fund .....	\$3,547 41

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

JOHN L. THOMPSON.....	Troy, N. Y.
E. THOMPSON GALE .....	Troy, N. Y.
WM. HOWARD DOUGHTY .....	Troy, N. Y.
JOHN H. WILLARD .....	Troy, N. Y.
GEORGE H. CRAMER .....	Troy, N. Y.
THOMAS W. LOCKWOOD .....	Troy, N. Y.
STEPHEN E. WARREN .....	Troy, N. Y.
JOHN B. GALE.....	Troy, N. Y.
WM. HOWARD HART .....	Troy, N. Y.
JOSEPH M. WARREN .....	Troy, N. Y.
JAMES A. EDDY.....	Troy, N. Y.
JOHN HITCHINS .....	Troy, N. Y.
GOUVERNEUR OGDEN .....	Troy, N. Y.

JOHN L. THOMPSON.....	President.
E. THOMPSON GALE.....	Vice-President.
JOHN B. GALE.....	Treasurer and Secretary.

Communications intended for this company should be addressed, JOHN B. GALE, Troy, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) E. THOMPSON GALE, *Vice-President.*

(No. 181.)

**TROY UNION.**

STATE OF NEW YORK, }  
*Rensselaer County,* } ss.:

GEORGE B. WARREN, President, and DANIEL ROBINSON, Treasurer and acting Superintendent of the Troy Union Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. B. WARREN,  
 DAN'L ROBINSON.

Subscribed and sworn to before me, }  
 this 15th day of January, 1879. }

JOHN H. PECK,  
*Commissioner of Deeds, Troy, N. Y.*

**STOCK AND DEBTS.**

Capital stock, as by charter.....	\$30,000 00
Amount of stock subscribed.....	30,000 00
Amount paid in, as by last report.....	30,000 00
Total amount now paid in of capital stock.....	30,000 00
Funded debt, as by last report.....	680,000 00
Total amount now of funded debt.....	680,000 00
Total amount now of funded and floating debt.....	680,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For graduation and masonry.....	\$157,001 25	\$157,001 25
For bridges.....	6,089 92	6,089 92
Superstructure, including iron.....	70,426 10	70,426 10
Passenger and freight stations, buildings and fixtures.....	141,099 86	141,099 86
Land, land damages, and fences.....	396,557 62	396,557 62
Engineering and agencies.....	12,810 05	12,810 05
Total cost of road and equipment.....	\$783,984 80	\$783,984 80



This road has no earnings, and its expenses are paid by the New York Central and Hudson River Railroad, Rensselaer and Saratoga Railroad, and Troy and Boston Railroad Companies.

## CHARACTERISTICS OF ROAD.

Length of road from Troy and Greenbush Railroad to Hoosick street bridge, Troy .....	2.14 miles
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## ACCIDENTS.

	Injured.
April 15, 1878 .....	1

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

April 15. A boy named James Britton, in trying to get on a freight train while in motion, near Ferry street, Troy, fell under train, cutting off both legs.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM H. VANDERBILT .....	New York City.
WILLIAM K. VANDERBILT .....	New York City.
E. D. WORCESTER .....	New York City.
E. S. MORGAN .....	Troy, N. Y.
J. TILLINGHAST .....	Albany, N. Y.
J. M. TOUCEY .....	New York City.
J. V. BAKER .....	Comstock's Landing, N. Y.
GEORGE B. WARREN .....	Troy, N. Y.
THEODORE VOORHEES .....	Troy, N. Y.
D. THOMAS VAIL .....	Troy, N. Y.
DANIEL ROBINSON .....	Troy, N. Y.
JOHN H. WILLARD .....	Troy, N. Y.
E. MURPHY, Jr. ....	Troy, N. Y.

GEORGE B. WARREN .....

President.

DANIEL ROBINSON .....

Treasurer.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable; and believe them to be correct.

(Signed) GEO. B. WARREN, *President.*  
DAN'L ROBINSON, *Treasurer.*

(No. 132.)

## ULSTER AND DELAWARE.

STATE OF NEW YORK, }  
*Ulster County,* } ss.:

ANTHONY BENSON, Treasurer, and GEORGE COYKENDALL, acting Superintendent of operations of the Ulster and Delaware Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) A. BENSON,  
 GEO. COYKENDALL

Subscribed and sworn to before me, }  
 this 30th day of November, 1878. }

G. WEBSTER,

*Notary Public, in and for Ulster County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,250,000 00
Amount of stock subscribed .....	1,152,100 00
Amount paid in, as by last report .....	1,152,100 00
Total amount now paid in of capital stock .....	1,152,100 00
Funded debt, as by last report .....	1,342,600 00
Total amount now of funded debt* .....	1,478,600 00
Floating debt, as by last report .....	131,965 80
The amount now of floating debt .....	57,982 08
Total amount now of funded and floating debt. ....	1,536,582 08

## COST OF ROAD AND EQUIPMENT.

	By present report.	By last report.
For graduation and masonry .....	\$18,573 37	\$27,079 37
For bridges .....	15,928 10	15,928 10
Superstructure, including iron .....	13,094 65	15,869 07
Passenger and freight stations, buildings and fixtures .....	1,672 43	2,307 10
Engine and car-houses, machine shops, machinery and fixtures .....	725 53	12,801 66
Land, land damages, and fences .....	19,509 88	138,294 16
Locomotives and fixtures, and snow plows .....	3,747 18	4,482 18
Passenger and baggage cars .....	4,258 53	4,684 91
Freight and other cars .....	5,072 38	6,589 36
Engineering and agencies .....	661 98	888 86
New York, Kingston and Syracuse Railroad, and its franchises .....	817,951 32	818,301 32
Machinery and tools .....	2,921 84	4,036 37
Telegraph .....	243 62	439 99
Water tanks .....	582 33	654 94
Total cost of road and equipment .....	\$904,943 14	\$1,052,357 39

* First mortgage bonds .....	\$136,000 00
Second mortgage income bonds .....	1,342,600 00
	\$1,478,600 00

## CHARACTERISTICS OF ROAD.

Length of road .....	150 miles.
Length of road in this State .....	150 "
Length of road laid .....	74 "
Length of road laid in this State .....	74 "
Length of double track, including sidings .....	5.3 "
Weight of rail, per yard, on main track .....	56, 60 & 70 lbs.
Number of engine-houses and shops .....	4
Number of engines .....	7
Number of first-class passenger cars .....	5
Number of second-class and emigrant passenger cars .....	4
Number of baggage, mail, and express cars .....	3
Number of freight cars, including coal cars .....	181
Length of main line of road from Rondout to Stamford, Conn. ....	74 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	70,824
Number of miles run by freight trains .....	33,939
Number of passengers (all classes) carried in cars .....	82,965
Number of miles traveled by passengers, or number of passengers carried one mile .....	1,780,372
Number of tons, of 2,000 pounds, of freight carried in cars .....	85,467
Total movement of freight, or number of tons carried one mile .....	1,548,887
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	29
Rate of speed of same when in motion .....	28
Average rate of speed adopted by freight trains, including stops .....	12
Rate of speed of same when in motion .....	15
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	45
Average weight, in tons, of freight trains, exclusive of freight .....	95

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	8,970
Of animals .....	3,034
Of vegetable food .....	1,317
Other agricultural products .....	10,126
Manufactures .....	5,161
Merchandise .....	9,320
Coal .....	47,589
Other articles .....	
Total .....	85,467

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES  
PER MILE, AS FOLLOWS:

For first-class through passengers .....	3 c. over 10 m.
For first-class way passengers .....	4 cts. 10 miles or over.
Average .....	3½ cents.



## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....			\$21,020 05
Repairs of bridges .....	\$31,530 07	\$10,510 02	662 13
Cost of iron used in repairs .....	993 20	331 07	9 58
Repairs of buildings .....	14 37	4 79	705 90
Repairs of fences and gates .....	1,058 85	352 95	410 63
Taxes on real estate .....	624 94	208 31	13,384 23
Totals .....	20,076 35	6,692 12	\$36,198 52
	\$54,297 78	\$18,099 26	
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$10,447 65	\$3,482 55	\$6,965 10
Repairs of passenger and baggage cars .....	3,057 52	3,057 52	.....
Repairs of freight cars .....	5,051 61	.....	5,051 61
Repairs of tools and machinery in shops .....	1,550 26	516 75	1,033 51
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	651 44	217 14	434 30
Totals .....	\$20,758 48	\$7,273 96	\$13,484 52

EXPENSES—(Continued.)

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Train and station supplies .....	\$1,724 29	\$574 76	\$1,149 53
Office expenses, stationery, etc. ....	2,692 13	897 37	1,794 76
Agents and clerks .....	7,295 34	2,431 78	4,863 56
Labor: loading and unloading freight .....	1,264 30	.....	1,264 30
Porters, watchmen, and switchtenders .....	1,350 42	450 13	900 29
Wood and water station attendance .....	290 00	96 66	193 34
Conductors, baggage and brakemen .....	6,990 15	2,330 05	4,660 10
Enginemen and firemen .....	5,264 77	1,754 92	3,509 85
Fuel: cost and labor of preparing for use .....	19,057 26	6,352 42	12,704 84
Oil and waste for engines and tenders .....	2,118 85	706 26	1,412 59
Oil and waste for freight cars .....	.....	.....	.....
Oil and waste for passenger and baggage cars .....	211 38	.....	211 38
Loss and damage of goods and baggage .....	99 50	.....	99 50
Damage for injuries of persons .....	425 60	141 86	283 74
Damage to property, including damages by fire and cattle killed on road .....	1,800 00	600 00	1,200 00
General superintendence .....	7,561 96	2,520 65	5,041 31
Contingencies .....	3,294 68	.....	3,294 68
Yard labor .....	.....	.....	.....
Totals .....	\$61,440 63	\$18,856 86	\$42,583 77

## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

ating telegraph.....	\$1,336 02
ls.....	4,715 54
gencies.....	567 35
oreign cars.....	50 20
ding snow.....	81 87
keeping.....	810 98
Total.....	<u>\$7,561 96</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
aining road-bed, etc.....	\$54,297 78	\$18,099 26	\$36,198 52
rs of machinery.....	20,758 48	7,273 96	13,484 52
ting.....	61,440 63	18,856 86	42,583 77
Totals.....	<u>\$136,496 89</u>	<u>\$44,230 08</u>	<u>\$92,266 81</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## EARNINGS.

rom passengers.....	\$50,496 86
rom freight.....	102,943 02
rom other sources.....	14,717 75
Total.....	<u>\$168,157 63</u>

## ECEIPTS.

rom passengers.....	\$50,496 86
rom freight.....	102,943 02
xpress.....	\$3,484 63
ails.....	3,928 23
elegraph.....	1,462 12
ar mileage.....	4,305 40
ale of material, etc.....	562 28
ransfer charges.....	975 09
	<u>14,717 75</u>
Total.....	<u>\$168,157 63</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

or transportation expenses.....	\$136,496 89
or interest.....	8,392 28
o payments to surplus fund.....	23,268 46
Total.....	<u>\$168,157 63</u>



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 13. ....	....	....	....	....	1	....	1	....
1878.								
June 12. ....	....	....	....	1	....	....	....	1
Totals. ....	....	....	....	1	1	....	1	1

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

October 13. Charles Bath was instantly killed at Rondout yard, while attempting to cross track in front of approaching cars.

1878.

June 12. Henry Duboise, a brakeman, had his right hand smashed, while coupling cars at Shandaken; amputation of two fingers was necessary.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

THOMAS CORNELL .....	Rondout.
WM. F. ROMER .....	Kingston.
S. D. COYKENDALL .....	Rondout.
A. A. CROSBY .....	Rondout.
A. S. STAPLES .....	Rondout.
A. BENSON .....	Kingston.
D. KENNEDY .....	Rondout.
RIPLEY ROPES .....	Brooklyn.
C. A. MILLER .....	New York.
JOHN BAIRD .....	New York.
I. D. FISH .....	New York.
GEORGE OPDYKE .....	New York.
J. L. VAN DEUSEN .....	Rondout.

THOMAS CORNELL ..... President, Rondout.

ANTHONY BENSON ..... Treasurer and Secretary, Kingston.

JAMES P. GOULD ..... Engineer, Rondout.

GEORGE COYKENDALL ..... Superintendent, Rondout.

Communications intended for this company should be addressed, GEORGE COYKENDALL, Rondout, Ulster county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

A. BENSON, *Treasurer.*

GEO. COYKENDALL, *Gen. Supt.*

(No. 183.)

## UNION.

*The State Engineer and Surveyor of the State of New York:*

The Union Railroad Company beg leave to present the following report:

Capital stock, as by charter .....	\$50,000 00
Amount of stock subscribed .....	50,000 00
Amount paid in, as by last report .....	50,000 00
Accrued debt .....	50,000 00
Outstanding debt .....	None.
Rate, per annum, of interest on funded debt .....	7 per cent.

Length of road about one mile, extending from the southern boundary line of the township of Ramapo, in the county of Rockland and State of New York, at the termination of the railroad of the Paterson and Ramapo Railroad Company, on the boundary line between the States of New York and New Jersey, to a place in the township of Ramapo called and known as Sufferns Depot, adjoining the south line of the New York and Erie Railroad Company, and being wholly within the county of Rockland.

The total cost of the said railroad, constructed by the Union Railroad Company, including lands, superstructure, and single iron track, one passenger station, and other expenses, was \$50,000. The said railroad was leased by the Union Railroad Company the 10th day of September, 1852, to the New York and Erie Railroad Company, at the annual rent of \$3,500, and has ever since been operated and maintained by the latter company, its successors or assigns, and is now held and operated and wholly maintained by the New York, Lake Erie and Western Railroad Company, under the said lease.

The Union Railroad Company, having never run or operated said railroad, has no knowledge of any matters as to the maintenance or operation thereof.

The directors elected at the last meeting of the stockholders of said Union Railroad Company, and their residences, were as follows:

Names.	Residences.
ROBERT BAYARD .....	New York.
COLUMBUS B. ROGERS .....	New York.
JASON ROGERS .....	New York.
FULTON CUTTING .....	New York.
HENRY A. ALLEN .....	New York.
WILLIAM HUTCHINSON .....	New York.
JAMES L. MORRIS .....	New York.
ABRAHAM S. HEWITT .....	New Jersey.
WILLIAM S. HUDSON .....	New Jersey.
LEWIS ATTERBURY .....	New Jersey.
JACOB S. ROGERS .....	New Jersey.
GEORGE M. STINSON .....	New Jersey.
ABRAHAM H. GODWIN .....	New Jersey.
ROBERT BAYARD* .....	President.
JOHN HOPPER .....	Secretary.

\*Now deceased.

STATE OF NEW YORK, }  
*County of New York,* } ss.:

JOHN HOPPER, being duly sworn, deposes and says, that he is Secretary of the Union Railroad Company, above named, and that the statements in the foregoing report are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN HOPPER.

Subscribed and sworn to before me, }  
 this 8th day of February, 1879. }

EDSON D. HAMMOND,  
*Notary Public, No. 43, New York County.*

(No. 184.)

UTICA AND BLACK RIVER.

STATE OF NEW YORK, }  
*Oneida County,* } ss.:

DE WITT C. WEST, President, and J. F. MAYNARD, acting Superintendent of operations of the Utica and Black River Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) DE WITT C. WEST,  
 J. F. MAYNARD.

Subscribed and sworn to before me, }  
 this 27th day of November, 1878. }

C. S. SYMONDS,  
*Notary Public, Oneida County, N. Y.*

STOCK AND DEBTS.

Capital stock, as by charter .....	\$2,000,000 00
Amount of stock subscribed .....	1,775,100 00
Amount paid in, as by last report .....	1,771,720 00
Total amount now paid in of capital stock .....	1,771,720 00
Funded debt, as by last report .....	1,112,000 00
Total amount now of funded debt .....	1,112,000 00
Total amount now of funded and floating debt .....	1,112,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

The report of operations following includes the earnings and expenses of operating the following lines leased by this company, viz.: The Carthage, Watertown and Sackett's Harbor, the Clayton and Theresa, the Black River and Morristown, and the Ogdensburg and Morristown Railroads.



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
graduation and masonry .....	\$959,725 18	\$959,725 18
bridges .....	126,000 84	126,000 84
structure, including iron .....	819,733 36	819,733 36
passenger and freight stations, buildings and fixtures .....	64,295 66	64,295 66
engine and car houses, machine shops, machinery and fixtures .....	24,374 17	25,074 17
dredging, land damages, and fences .....	261,243 16	261,051 47
locomotives and fixtures, and snow plows .....	180,031 26	180,031 26
passenger and baggage cars .....	87,244 69	102,574 01
freight and other cars .....	136,241 95	136,241 95
engineering and agencies .....	107,160 21	107,160 21
telegraph line .....	15,127 90	15,750 00
Total cost of road and equipment .....	\$2,781,178 38	\$2,797,638 11

## CHARACTERISTICS OF ROAD.

length of road .....	87 miles.
length of road in this State .....	87 "
length of road laid .....	87 "
length of road laid in this State .....	87 "
length of double track, including sidings .....	8.07 "
length of branches leased by the company, laid .....	93 "
length of double track laid on same .....	5.25 "
weight of rail, per yard, on main track .....	56 to 60 lbs.

number of engine-houses and shops .....	11
number of engines .....	18
number of first-class passenger cars .....	23
number of baggage, mail, and express cars .....	10
number of freight cars, including coal cars .....	210
length of main line of road from Utica to Philadelphia, N. Y. ....	87 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

number of miles run by passenger trains .....	252,469
number of miles run by freight trains .....	115,379
number of passengers (all classes) carried in cars .....	216,545
number of miles traveled by passengers, or number of passengers carried one mile .....	4,966,850
number of tons, of 2,000 pounds, of freight carried in cars .....	103,560
movement of freight, or number of tons carried one mile .....	5,367,293
average rate of speed adopted by ordinary passenger trains, includ- ing stops (miles per hour) .....	24
rate of speed of same when in motion .....	30
average rate of speed adopted by freight trains, including stops ....	12
rate of speed of same when in motion .....	15
average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	69
average weight, in tons, of freight trains, exclusive of freight .....	229

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest.....	11,543
Of animals.....	14,570
Of vegetable food.....	14,108
Other agricultural products.....	9,000
Manufactures.....	17,645
Merchandise.....	7,870
Coal.....	11,034
Other articles.....	17,790
Total.....	<u>103,560</u>

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER  
MILE, AS FOLLOWS:

For first-class through passengers.....	3½ cents.
For first-class way passengers.....	<u>4 "</u>

## EXPENSES.

## RAILROAD REPORT

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MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$51,619 96	\$21,370 66	\$30,249 30
Cost of iron used in repairs .....	10,063 24	4,166 18	5,897 06
Repairs of buildings .....	3,123 44	1,293 10	1,830 34
Repairs of fences and gates .....	3,268 49	1,353 15	1,915 34
Taxes on real estate .....	16,941 56	7,013 81	9,927 75
Totals .....	\$85,016 69	\$35,196 90	\$49,819 79
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$13,497 95	\$5,588 15	\$7,909 80
Repairs of passenger and baggage cars .....	6,615 57	6,615 57	.....
Repairs of freight cars .....	6,573 40	.....	6,573 40
Repairs of tools and machinery in shops .....	361 30	149 58	211 72
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops .....	1,947 09	806 10	1,140 99
Totals .....	\$28,995 31	\$13,159 40	\$15,835 91



## EXPENSES—(Continued).

OPERATING THE ROAD.		Amount.	ALLOTTED TO	
			Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....		\$1,258 09	\$520 85	\$737 24
Agents and clerks .....		16,152 19	6,687 01	9,465 18
Labor: loading and unloading freight.....		7,128 26	.....	7,128 26
Porters, watchmen, and switchtenders .....		4,336 13	1,795 16	2,540 97
Conductors, baggage and brakemen .....		12,638 24	6,864 76	5,773 48
Enginemen and firemen .....		13,120 95	8,862 80	4,258 15
Fuel: cost and labor of preparing for use .....		15,419 14	6,383 52	9,035 62
Oil and waste .....		3,825 81	1,588 89	2,241 92
Loss and damage of goods and baggage.....		302 75	125 34	177 41
Damage for injuries of persons .....		75 00	31 05	43 95
Damage to property, including damages by fire and cattle killed on road. ....		860 40	356 21	504 19
General superintendence .....		4,000 00	1,656 00	2,344 00
Contingencies .....		20,723 66	9,883 44	10,840 22
Totals .....		\$99,840 62	\$44,750 03	\$55,090 59
RECAPITULATION OF TRANSPORTATION EXPENSES.				
Maintaining road-bed, etc .....		\$85,016 69	\$35,196 90	\$49,819 79
Repairs of machinery .....		28,995 31	13,159 40	15,835 91
Operating .....		99,840 62	44,750 03	55,090 59
Totals .....		\$213,852 62	\$93,106 33	\$120,746 29

## RAILROAD REPORT.

595

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers .....	\$183,316 33
From freight .....	248,461 48
From other sources .....	40,338 42
Total .....	<u>\$472,116 23</u>

RECEIPTS.	
From passengers .....	\$183,316 33
From freight .....	248,461 48
Freight on mail .....	\$10,861 43
Express .....	9,528 98
Storage .....	126 50
Telegraph .....	850 20
Interest .....	1,835 83
Interest and premiums .....	17,135 48
	<u>40,338 42</u>
Total .....	<u>\$472,116 23</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$213,852 62
For interest .....	80,465 00
For dividends on stock—amount and rate per cent, 4 per cent....	70,832 00
For payments to surplus fund .....	40,727 57
For rent of leased lines* .....	66,239 04
Total .....	<u>\$472,116 23</u>
Total amount of surplus fund. ....	<u>\$168,955 65</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
May 5 .....	....	2	....	....	....	....	....	2
1878.								
July 27 .....	....	....	1	....	....	....	1	....
August 14 .....	....	....	....	1	1	....	1	1
October 3 .....	....	....	....	1	....	....	....	1
Totals .....	....	2	1	2	1	....	2	4

For Carthage, Watertown and Sackett's Harbor Railroad .....	\$18,499 04
Clayton and Theresa Railroad .....	14,000 00
Black River and Morristown Railroad .....	33,740 00
Total .....	<u>\$66,239 04</u>

Above sums are paid for interest on outstanding bonds at the rate of 7 per cent per annum.  
No dividends are paid on the stock of any of the leased lines.

State Engineer and Surveyor.

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

October 5. Samuel T. Lapier and a lady, name unknown, were slightly injured, near Port Leyden, by passenger train leaving the track.

1878.

April 27. Frederick H. Beal, brakeman on freight train, in attempting to get on a moving car, at Deer River station, fell beneath and was instantly killed.

August 14. Henry Ritter, walking on track, near Sterlingville, was run over and killed by a work train moving north.

August 14. Henry Gossman, an employe on work train, was slightly injured by the train which was moving north being thrown from the track near Champion.

September 3. William Roberts, an employe making up a freight train at Utica, was caught between the engine and cars and seriously injured.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

DE WITT C. WEST .....	Lowville.
JOHN THORN.....	Utica.
ISAAC MAYNARD .....	Utica.
EDMUND A. GRAHAM .....	Utica.
LEWIS LAWRENCE.....	Utica.
WILLIAM J. BACON .....	Utica.
RUSSELL WHEELER.....	Utica.
ABIJAH J. WILLIAMS.....	Utica.
ABRAM G. BROWER .....	Utica.
THEODORE S. SAYRE.....	Utica.
DANIEL B. GOODWIN.....	Waterville.
ROBERT LENOX KENNEDY .....	New York.
LUDLOW PATTON.....	New York.

DE WITT C. WEST.....	President, Lowville.
ISAAC MAYNARD .....	Treasurer, Utica.
W. E. HOPKINS .....	Secretary, Utica.
J. F. MAYNARD .....	Superintendent, Utica.

Communications intended for this company should be addressed, DE WITT C. WEST, No. 24 Whitesboro street, Utica, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) DE WITT C. WEST, *President.*  
J. F. MAYNARD, *Supt.*



(No. 185.)

## UTICA, CHENANGO AND CORTLAND.

E OF NEW YORK, }  
 Cortland County, } ss.:

JAMES S. SQUIRES, Treasurer of the Utica, Chenango and Cortland Railroad Company, being sworn, deposes and says, that the statements in the annexed report, have been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES S. SQUIRES

Subscribed and sworn to before me, }  
 8th day of November, 1878. }

CHAS. E. SELOVER,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$800,000 00
Amount of stock subscribed .....	348,000 00
Amount paid in, as by last report. ....	267,000 00
Amount now paid in of capital stock .....	267,000 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Gravitation and masonry .....	\$167,484 97	\$167,484 97
Bridges .....	11,769 04	11,769 04
Structure, including iron .....	5,701 64	5,701 64
Land damages, and fences .....	35,366 96	35,366 96
Engineering and agencies .....	18,801 62	18,801 62
Total cost of road and equipment.....	\$239,124 23	\$239,124 23

## CHARACTERISTICS OF ROAD.

Length of road .....	32 miles.
Length of road in this State .....	32 "
Length of main line of road from Cortland to the New York and Oswego Midland Railroad, in Otsego .....	32 "

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

PERRIN H. MCGRAW .....	McGrawville, N. Y.
ORSON A. KINNEY .....	McGrawville, N. Y.
JAMES S. SQUIRES. ....	Cortland, N. Y.
HORATIO BALLARD .....	Cortland, N. Y.
JAMES C. CARMICHAEL.....	Cortland, N. Y.
CHAUSEY KEATOR.....	Cortland, N. Y.
FRED E. KNIGHT .....	Cortland, N. Y.
GEORGE L. COLE.....	Cincinnati, N. Y.
RALPH TAYLOR .....	Pitcher, N. Y.
J. W. PHELPS .....	Taylor, N. Y.
J. T. BUTMAN .....	Solon, N. Y.
I. W. MERCHANT .....	Whitney's Point, N. Y.
HENRY R. LOWE.....	Middletown, N. Y.

PERRIN H. MCGRAW.....	President, McGrawville, N. Y.
JAMES S. SQUIRES.....	Treasurer, Cortland, N. Y.
JAMES C. CARMICHAEL.....	Secretary, Cortland, N. Y.
FRED E. KNIGHT.....	Engineer, Cortland, N. Y.

Communications intended for this company should be addressed, Cortland, Cortland county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)      JAMES S. SQUIRES, *Treasurer.*

(No. 186.)

**UTICA, CHENANGO AND SUSQUEHANNA VALLEY.**

STATE OF NEW YORK, } ss.:  
County, }

SAMUEL SLOAN, President, and W. G. OAKMAN, acting Superintendent of operations of the Utica, Chenango and Susquehanna Valley Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)      SAM. SLOAN,  
W. G. OAKMAN.

Subscribed and sworn to before me, }  
as to Samuel Sloan, this 21st day }  
of November, 1878.

LUDWIG R. MILLER,  
*Notary Public.*

Subscribed and sworn to before me, }  
by W. G. Oakman, this 15th day }  
of November, 1878.

J. M. BUTLER,  
*Notary Public, Oneida County, N. Y.*

## RAILROAD REPORT.

599

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$4,000,000 00
Amount of stock subscribed .....	4,000,000 00
Amount paid in, as by last report .....	4,000,000 00
Amount now paid in of capital stock .....	4,000,000 00
Outstanding debt, as by last report .....	145,923 73
Amount now of floating debt .....	146,103 35
Amount now of funded and floating debt .....	146,103 35

This road is leased to, and operated by, the Delaware, Lackawanna and Western Railroad Company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Grading and masonry .....	\$1,054,524 57	\$1,054,524 57
Bridges .....	166,573 76	166,573 76
Superstructure, including iron .....	1,440,628 97	1,440,628 97
Passenger and freight stations, buildings and fixtures .....	113,980 85	113,980 85
Engine and car-houses, machine shops, machinery and fixtures .....	63,668 32	63,668 32
Land damages, and fences .....	538,573 04	538,752 66
Motives and fixtures, and snow plows .....	125,920 42	125,920 42
Passenger and baggage cars .....	95,675 20	95,675 20
Freight and other cars .....	174,902 83	174,902 83
Engineering and agencies .....	371,475 77	371,475 77
Total cost of road and equipment .....	\$4,145,923 73	\$4,146,103 35

## CHARACTERISTICS OF ROAD.

Length of road .....	76 miles.
Length of road in this State .....	76 "
Length of road laid .....	76 "
Length of road laid in this State .....	76 "
Length of double track, including sidings .....	17.50 "
Length of branches owned by the company, laid .....	22 "
Length of double track laid on same .....	2 "
Weight of rail, per yard, on main track .....	50 to 68½ lbs.
Number of engine-houses and shops .....	5
Number of engines .....	17
Number of first-class passenger cars .....	14
Number of baggage, mail, and express cars .....	7
Number of freight cars, including coal cars .....	3
Length of main line of road from Utica to Greene .....	76 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	119,788
Number of miles run by freight trains .....	145,242
Number of passengers (all classes) carried in cars .....	241,236
Number of miles traveled by passengers, or number of passengers carried one mile .....	4,619,394
Number of tons, of 2,000 pounds, of freight carried in cars .....	182,238
Total movement of freight, or number of tons carried one mile .....	11,437,325



Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	24
Rate of speed of same when in motion.....	30
Average rate of speed adopted by express trains, including stops...	24
Rate of speed of same when in motion .....	30
Average rate of speed adopted by freight trains, including stops....	9
Rate of speed of same when in motion.....	14
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	95
Average weight, in tons, of freight trains, exclusive of freight.....	200

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Of the products of the forest .....	8,683
Of animals .....	3,656
Of vegetable food .....	12,825
Other agricultural products .....	6,560
Manufactures .....	9,373
Merchandise .....	7,863
Coal .....	128,117
Other articles.....	5,161
Total .....	182,238

## THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For first-class through passengers .....	3 cents.
For first-class way passengers.....	3 "

## MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron.....	\$40,723 65	\$18,361 82	\$22,361 83
Repairs of bridges.....	4,822 02	1,411 01	3,411 01
Repairs of telegraph.....	34 76	.....	34 76
Cost of iron used in repairs.....	21,230 00	8,615 00	12,615 00
Allotted to passenger transportation:			
Length in feet.....	36,032		
Weight in pounds.....	866,431		
Allotted to freight transportation:			
Length in feet.....	40,033		
Weight in pounds.....	870,431		
Repairs of buildings.....	1,078 06	912 31	165 75
Repairs of fences and gates.....	284 01	.....	284 01
Taxes on real estate.....	20,056 21	9,870 65	10,185 56
Totals.....	\$88,228 71	\$39,170 79	\$49,057 92
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$5,037 76	\$3,073 68	\$2,965 08
Repairs of passenger and baggage cars.....	5,126 47	5,126 47	.....
Repairs of freight cars.....	1,887 65	.....	1,887 65
Repairs of tools and machinery in shops.....	361 80	280 40	81 40
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops.....	453 06	339 26	113 80
Totals.....	\$13,866 74	\$8,818 81	\$5,047 93

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$1,752 07	\$584 02	\$1,168 05
Agents and clerks.....	14,789 98	4,997 52	9,772 16
Labor: loading and unloading freight.....	3,730 98	.....	3,730 98
Porters, watchmen, and switchtenders.....	4,702 52	1,567 50	3,135 02
Wood and water station attendance.....	1,607 96	535 98	1,071 98
Conductors, baggage and brakemen.....	18,011 12	8,015 63	9,995 49
Engineemen and firemen.....	16,246 17	7,470 85	8,775 32
Fuel: cost and labor of preparing for use.....	45,227 10	15,075 70	30,151 40
Oil and waste for engines and tenders.....	1,597 12	768 94	828 18
Oil and waste for freight cars.....	363 16	.....	363 16
Oil and waste for passenger and baggage cars.....	489 43	489 43	.....
Loss and damage of goods and baggage.....	314 00	104 60	209 40
Damage for injuries of persons.....	10,259 87	10,259 87	.....
Damage to property, including damages by fire and cattle killed on road.....	457 00	228 50	228 50
General superintendence.....	1,726 39	576 46	1,152 93
Contingencies.....	55,950 35	5,085 40	50,864 95
Totals.....	\$177,207 62	\$55,760 40	\$121,447 22



## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

of cars .....	\$39,182 82
ences, general office in New York.....	6,568 30
inal expenses in New York.....	5,255 35
l expenses.....	1,996 78
ries.....	2,947 10
Total.....	\$55,950 35

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
aining road-bed, etc.....	\$88,228 71	\$39,170 79	\$49,057 92
rs of machinery.....	13,866 74	8,818 81	5,047 93
ting .....	177,207 62	55,760 40	121,447 22
Totals.....	\$279,303 07	\$103,750 00	\$175,553 07

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## EARNINGS.

From passengers.....	\$124,760 11
From freight.....	268,792 98
From other sources.....	17,800 16
Total.....	\$411,353 25

## RECEIPTS.

From passengers.....	\$124,760 11
From freight.....	268,792 98
Express .....	\$9,977 20
ails .....	6,281 00
torage.....	138 17
tents.....	1,403 79
	17,800 16
Total.....	\$411,353 25

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$279,303 07
For interest on stock, as per lease* .....	240,000 00
Total.....	\$519,303 07

NOTE.—Guaranteed by the Delaware, Lackawanna and Western Railroad Company.

State Engineer and Surveyor.

## EXPENSES—(Continued).

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$1,752 07	\$584 02	\$1,168 05
Agents and clerks.....	14,769 68	4,997 52	9,772 16
Labor: loading and unloading freight.....	3,730 68	.....	3,730 68
Porters, watchmen, and switchtenders.....	4,702 52	1,567 50	3,135 02
Wood and water station attendance.....	1,607 96	535 98	1,071 98
Conductors, baggage and brakemen.....	18,011 12	8,015 63	9,995 49
Engineemen and firemen.....	16,246 17	7,470 85	8,775 32
Fuel: cost and labor of preparing for use.....	45,227 10	15,075 70	30,151 40
Oil and waste for engines and tenders.....	1,597 12	708 94	888 18
Oil and waste for freight cars.....	363 16	.....	363 16
Oil and waste for passenger and baggage cars.....	489 43	489 43	.....
Loss and damage of goods and baggage.....	314 00	104 60	209 40
Damage for injuries of persons.....	10,259 87	10,259 87	.....
Damage to property, including damages by fire and cattle killed on road.....	457 00	238 50	218 50
General superintendence.....	1,729 39	576 46	1,152 93
Contingencies.....	55,950 35	5,085 40	50,864 95
Totals.....	\$177,207 62	\$55,760 40	\$121,447 22

## RAILROAD REPORT.

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## SUBDIVISION OF CONTINGENCIES.

of cars . . . . .	\$39,182 82
ences, general office in New York . . . . .	6,568 30
inal expenses in New York . . . . .	5,255 35
al expenses . . . . .	1,996 78
ries . . . . .	2,947 10
Total . . . . .	\$55,950 35

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
maintaining road-bed, etc. . . . .	\$88,228 71	\$39,170 79	\$49,057 92
airs of machinery . . . . .	13,866 74	8,818 81	5,047 93
ating . . . . .	177,207 62	55,760 40	121,447 22
Totals . . . . .	\$279,303 07	\$103,750 00	\$175,553 07

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## EARNINGS.

From passengers . . . . .	\$124,760 11
From freight . . . . .	268,792 98
From other sources . . . . .	17,800 16
Total . . . . .	\$411,353 25

## RECEIPTS.

From passengers . . . . .	\$124,760 11
From freight . . . . .	268,792 98
Express . . . . .	\$9,977 20
Mails . . . . .	6,281 00
Storage . . . . .	138 17
Rents . . . . .	1,403 79
	17,800 16
Total . . . . .	\$411,353 25

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses . . . . .	\$279,303 07
For interest on stock, as per lease* . . . . .	240,000 00
Total . . . . .	\$519,303 07

NOTE.—Guaranteed by the Delaware, Lackawanna and Western Railroad Company.

State Engineer and Surveyor.



## ACCIDENTS.

DATE.		PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.									
October	25.....	....	....	....	1	....	....	....	1
November	26.....	....	....	....	1	....	....	....	1
December	3.....	....	....	....	1	....	....	....	1
December	25.....	....	....	....	....	....	1	....	1
1878.									
January	10.....	....	....	....	1	....	....	....	1
January	21.....	....	....	....	1	....	....	....	1
January	31.....	....	....	....	1	....	....	....	1
March	2.....	....	....	....	1	....	....	....	1
May	8.....	....	....	....	1	....	....	....	1
June	4.....	....	....	....	....	....	1	....	1
September	6.....	....	....	....	1	....	1	....	2
September	28.....	....	....	....	1	....	....	....	1
Total.....		....	....	....	10	....	3	....	13

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

## 1877.

October 25. D. Shoemaker, brakeman, was seriously crushed between cars at Bridgewater; not permanently injured.

November 26. J. H. Jones, brakeman, had fingers of right hand crushed while coupling cars at Richfield Junction.

December 3. Jerry Brennan, brakeman, had right hand seriously injured, coupling cars at Greene.

December 25. Michael Mulligan, intoxicated, attempting to board train at Sherburne, fell under the cars and lost left arm.

## 1878.

January 10. George Dornmasel, yardman at Utica, coupling cars, caught his arm between bumpers, and badly crushed at elbow.

January 21. John A. Banks, brakeman, had left thigh badly bruised, being caught between engine and car while coupling at Waterville.

January 31. William S. Miller, brakeman, fell under car in motion at Binghamton; was severely bruised about body, and lost finger of right hand.

March 2. James Ryan, yardman at Utica, had right foot slightly bruised, being caught between cars while switching.

May 8. Timothy Ryan, switchman, Utica yard, had his foot caught between bumpers and somewhat injured.

June 4. William Patrick, stealing a ride when intoxicated, fell under passenger train, at Sangerfield, and lost his leg below the knee.

September 6. W. L. Hayward, brakeman, had fingers of right hand lacerated by brake rod of coal car, at Utica.

September 6. An unknown man, intoxicated, was struck by gravel train, near Sardaville, but not seriously injured.

September 28. John Carroll, brakeman, was struck on the head by false work of bridge, at Sherburne, and slightly injured.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

SAMUEL SLOAN .....	New York City.
MOSES TAYLOR.....	New York City.
WILLIAM E. DODGE.....	New York City.
PERCY R. PYNE.....	New York City.
JOHN BRISBIN .....	New York City.
LEWIS LAWRENCE .....	Utica.
MILES C. COMSTOCK .....	Utica.
W. G. OAKMAN .....	Utica.
ELI AVERY .....	Paris.
E. W. CHADWICK.....	Chadwick.
D. B. GOODWIN .....	Waterville.
DEVILLO WHITE .....	Sherburne.
HIRAM HURLBURT .....	Utica.

SAMUEL SLOAN .....	President, New York City.
F. H. GIBBENS.....	Treasurer, New York City.
FRED. F. CHAMBERS.....	Secretary, New York City.
W. G. OAKMAN .....	Superintendent, Utica.

Communications intended for this company should be addressed, SAMUEL SLOAN, 66 Exchange place, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) SAM. SLOAN, *President.*  
W. G. OAKMAN, *Supt.*

(No. 187.)

#### UTICA, CLINTON AND BINGHAMTON.

CITY OF NEW YORK, }  
Oneida County, } ss.:

S. WILLIAMS, President, and W. G. OAKMAN, acting Superintendent of operations of the Utica, Clinton and Binghamton Railroad Company, being severally sworn, the first of them for himself deposes and says, that the statements in the annexed report, which

has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

O. S. WILLIAMS,  
W. G. OAKMAN.

Subscribed and sworn to before me, }  
by O. S. Williams, this 27th day of }  
November, 1878.

A. W. MILLS,

*Notary Public, Oneida County.*

Subscribed and sworn to before me, }  
by W. G. Oakman, this 15th day of }  
November, 1878.

J. M. BUTLER,

*Notary Public, Oneida County, N. Y.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,000,000 00
Amount of stock subscribed .....	640,325 70
Amount paid in, as by last report .....	640,325 70
Total amount now paid in of capital stock .....	640,325 70
Funded debt, as by last report .....	800,000 00
Total amount now of funded debt .....	800,000 00
Floating debt, as by last report .....	53,500 00
The amount now of floating debt .....	53,500 00
Total amount now of funded and floating debt .....	853,500 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

This railroad is leased to the Delaware, Lackawanna and Western Railroad Company, and the statements herein for the operations only of the road are furnished by the latter company.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....		
For bridges .....		
Superstructure, including iron .....		
Passenger and freight stations, buildings and fixtures .....	\$947,607 99	\$947,607 99
Engine and car houses, machine shops, machinery and fixtures .....		
Land, land damages, and fences .....	268,246 91	268,246 91
Locomotives and fixtures, and snow plows .....		
Passenger and baggage cars .....	65,038 81	65,038 81
Freight and other cars .....		
Engineering and agencies .....	18,623 64	18,623 64
Total cost of road and equipment .....	\$1,299,517 35	\$1,299,517 35

NOTE. — The Utica, Clinton and Binghamton Railroad consists of a steam road, leased to the Delaware and Hudson Canal Company, and operated by the Delaware, Lackawanna and Western Railroad Company, and also of a horse railroad through the city of Utica to New Hartford and Whitesboro, operated by the company.

*State Engineer and Surveyor.*



road was built by contract for a gross sum, and, therefore, items in first set in foregoing table cannot be stated separately.

## CHARACTERISTICS OF ROAD.

Length of road.....	31.30 miles.
Length of road in this State.....	31.30 "
Length of road laid.....	31.30 "
Length of road laid in this State.....	31.30 "
Length of double track, including sidings.....	5 "
Weight of rail, per yard, on main track.....	50 to 62 lbs.
Number of engine-houses and shops.....	2
Number of engines.....	2
Number of first-class passenger cars.....	3
Number of baggage, mail, and express cars.....	2
Length of main line of road from Utica to Smith's Valley.....	31.30 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	25,197
Number of miles run by freight trains.....	21,017
Number of passengers (all classes) carried in cars.....	78,428
Number of miles traveled by passengers, or number of passengers carried one mile.....	859,611
Number of tons, of 2,000 pounds, of freight carried in cars.....	76,236
Weight of freight, or number of tons carried one mile.....	1,490,872
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
Average rate of speed of same when in motion.....	26
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed of same when in motion.....	26
Average rate of speed adopted by freight trains, including stops.....	9
Average rate of speed of same when in motion.....	12
Weight, in tons, of passenger trains, exclusive of passengers and baggage.....	65
Weight, in tons, of freight trains, exclusive of freight.....	200

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Value of products of the forest.....	5,429
Value of animals.....	1,775
Value of vegetable food.....	5,439
Value of agricultural products.....	2,938
Value of manufactures.....	3,487
Value of merchandise.....	2,616
Value of other articles.....	52,295
Value of articles.....	2,247
Total.....	76,236

## RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

First class through passengers.....	3 cents.
First-class way passengers.....	3 "

## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron. ....	\$15,558 18	\$7,779 09	\$7,779 09
Repairs of bridges. ....	1,659 77	829 88	829 89
Repairs of buildings. ....	404 62	362 05	42 57
Repairs of fences and gates. ....	58 51	29 25	29 26
Taxes on real estate. ....	5,613 18	2,806 59	2,806 59
Totals. ....	\$23,294 26	\$11,806 86	\$11,487 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$1,625 26	\$809 49	\$815 77
Repairs of passenger and baggage cars. ....	608 75	608 75	.....
Repairs of freight cars. ....	195 31	.....	195 31
Totals. ....	\$2,429 32	\$1,418 24	\$1,011 08

## OPERATING THE ROAD.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc.....	\$312 47	\$156 23	\$156 24
Agents and clerks .....	4,407 61	2,203 80	2,203 81
Labor: loading and unloading freight.....	1,136 05		1,136 05
Porters, watchmen, and switchtenders.....	1,826 91	913 45	913 46
Wood and water station attendance.....	129 16	64 58	64 58
Conductors, baggage and brakemen.....	4,565 71	2,120 77	2,444 94
Enginemen and firemen.....	3,743 92	1,707 78	2,036 14
Fuel: cost and labor of preparing for use.....	9,223 24	4,611 12	4,611 12
Oil and waste for engines and tenders.....	281 02	142 48	138 54
Oil and waste for freight cars.....	31 96		31 96
Oil and waste for passenger and baggage cars.....	67 49	67 49	
Loss and damage of goods and baggage.....	9 86	9 86	
Damage for injuries of persons.....	21 82	21 82	
Damage to property, including damages by fire and cattle killed on road.....	66 91	33 40	33 51
General superintendence.....	384 00	192 00	192 00
Contingencies .....	7,591 53	795 76	6,795 77
Totals.....	\$33,738 66	\$13,040 54	\$20,758 12



## SUBDIVISION OF CONTINGENCIES.

Use of cars.....	\$6,813 21
Sundries.....	778 32
Total .....	<u>\$7,591 53</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$23,294 26	\$11,806 86	\$11,487 40
Repairs of machinery .....	2,429 32	1,418 24	1,011 08
Operating .....	33,798 66	13,040 54	20,758 12
Totals .....	<u>\$59,522 24</u>	<u>\$26,265 64</u>	<u>\$33,256 60</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$31,371 31
From freight.....	40,982 71
From other sources.....	5,746 06
Total .....	<u>\$78,100 08</u>

## 2d. RECEIPTS.

From passengers.....	\$31,371 31
From freight.....	40,982 71
Express.....	\$2,250 00
Mail.....	1,820 97
Rents, etc. ....	1,675 09
	<u>5,746 06</u>
Total .....	<u>\$78,100 08</u>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$59,522 24
For rental from the lessee*.....	70,000 00
Total .....	<u>\$129,522 24</u>

*The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

June 12. Thomas Welch, a farmer, drove on the track near New Hartford, and was struck by passenger train and somewhat bruised.

* NOTE.—Interest on preferred stock to city of Utica.....	\$10,000 00
Interest on bonds.....	56,000 00
Interest on floating debt.....	4,000 00
	<u>\$70,000 00</u>

*State Engineer and Surveyor.*

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

O. S. WILLIAMS .....	Clinton, N. Y.
JOHN THORN .....	Utica, N. Y.
ISAAC MAYNARD .....	Utica, N. Y.
HENRY HOPSON .....	Utica, N. Y.
ROBERT S. WILLIAMS .....	Utica, N. Y.
JOHN E. ELLIOTT .....	Clinton, N. Y.
ANDREW W. MILLS .....	Clinton, N. Y.
J. B. WEST .....	Hamilton, N. Y.
DAVID W. MINER .....	Oriskany Falls, N. Y.
JOSEPH W. FORWARD .....	Bouckville, N. Y.
GEORGE B. PHELPS .....	Watertown, N. Y.
ALEX. HOLLAND .....	New York City.
CHARLES H. SMYTHE .....	Clinton, N. Y.

O. S. WILLIAMS ..... President.

J. W. CHURCH ..... Secretary.

Communications intended for this company should be addressed, O. S. WILLIAMS,  
Main street, Utica, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the  
officers and agents of this company, from the books and records, and have  
examined them as far as practicable, and believe them to be correct.

(Signed) O. S. WILLIAMS, *President.*  
W. G. OAKMAN, *Superintendent.*

(No. 188.)

## UTICA, ITHACA AND ELMIRA.

CITY OF NEW YORK, }  
Chemung County, } ss.:

W. SERAT, Treasurer, and JOS. RODBOURN, Vice-President and General Manager  
of Utica, Ithaca and Elmira Railway Company, being severally sworn, each for  
himself deposes and says, that the statements in the annexed report, which has  
been signed by each of them, at the end thereof, are true and correct, according to the  
best of his knowledge, information, and belief.

(Signed) M. W. SERAT,  
J. RODBOURN.

Subscribed and sworn to before me, }  
28th day of November, 1878. }

GEO. S. SADLER,

*Notary Public in and for said County.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$2,000,000 00
Amount of stock subscribed.....	2,000,000 00
Total amount now paid in of capital stock.....	2,000,000 00

Under a judgment of the Supreme Court of the State of New York, rendered the 28th day of January, 1878, authorizing the foreclosure of the first mortgage bonds and sale of the property, the road was sold on the 30th day of April, and reorganized under the name of the Utica, Ithaca and Elmira Railway Company, under date of May 11, 1878.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$1,157,477 96	\$1,157,477 96
For bridges .....	398,741 12	398,741 12
Superstructure, including iron.....	772,457 61	772,600 75
Passenger and freight stations, buildings and fixtures .....	16,601 62	20,479 30
Engine and car-houses, machine shops, machinery and fixtures .....	18,618 50	20,195 78
Land, land damages, and fences .....	239,114 76	239,540 13
Locomotives and fixtures, and snow plows .....	45,906 00	45,906 00
Passenger and baggage cars .....	49,022 84	49,115 31
Freight and other cars.....	56,800 00	56,850 00
Engineering and agencies .....	95,184 15	95,184 15
Total cost of road and equipment .....	\$2,849,919 56	\$2,856,090 50

## CHARACTERISTICS OF ROAD.

Length of road .....	71 miles.
Length of road in this State .....	71 "
Length of road laid.....	66 "
Length of road laid in this State.....	66 "
Length of double track, including sidings.....	10 "
Weight of rail, per yard, on main track .....	56 and 60 lbs.
Number of engine-houses and shops .....	3
Number of engines .....	4
Number of first-class passenger cars.....	8
Number of baggage, mail, and express cars.....	5
Number of freight cars, including coal cars.....	36
Number of service cars.....	20
Length of main line of road from Elmira to Cortland.....	71 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	141,273
Number of miles run by freight trains .....	69,979
Number of passengers (all classes) carried in cars.....	108,365
Number of miles traveled by passengers, or number of passengers carried one mile .....	2,172,627
Number of tons, of 2,000 pounds, of freight carried in cars.....	88,120
Total movement of freight, or number of tons carried one mile.....	4,126,622



average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	20
of speed of same when in motion.....	24
average rate of speed adopted by express trains, including stops....	22
of speed of same when in motion.....	25
average rate of speed adopted by freight trains, including stops....	8
of speed of same when in motion.....	12
average weight, in tons, of passenger trains, exclusive of passengers and baggage.....	60
average weight, in tons, of freight trains, exclusive of freight.....	100

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

the products of the forest.....	18,080
animals.....	1,560
vegetable food.....	7,134
agricultural products.....	234
manufactures.....	6,825
handise.....	1,875
.....	42,836
articles.....	9,576
Total.....	88,120

## RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES, PER MILE, AS FOLLOWS:

commutation passengers.....	2 cents.
first-class through passengers.....	3 "
first-class way passengers.....	4 "

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron .....	\$36,516 65	\$24,344 43	\$12,172 22
Repairs of bridges .....	2,884 92	1,589 95	794 97
Repairs of telegraph .....	307 06	204 71	102 35
Cost of iron used in repairs .....	6,880 08	4,253 39	2,126 69
Allotted to passenger transportation:			
Length in feet .....	12,873		
Weight in pounds .....	257,467		
Allotted to freight transportation:			
Length in feet .....	6,437		
Weight in pounds .....	128,738		
Repairs of buildings .....	849 55	566 37	283 18
Repairs of fences and gates .....	549 83	366 55	183 28
Taxes on real estate .....	7,488 45	4,978 97	2,489 48
Totals .....	\$54,456 54	\$36,304 37	\$18,152 17
REPAIRS OF MACHINERY.			
Repairs of engines and tenders .....	\$5,389 35	\$3,592 90	\$1,796 45
Repairs of passenger and baggage cars .....	3,057 19	3,057 19	.....
Repairs of freight cars .....	3,580 74	.....	3,580 74
Repairs of tools and machinery in shops .....	971 14	647 43	323 71
Totals .....	\$12,998 42	\$7,297 52	\$5,700 90

## EXPENSES—(Continued).

## RAILROAD REPORT.

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OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc .....	\$9,943 83	\$4,474 72	\$5,469 11
Agents and clerks .....	9,328 03	4,197 61	5,130 42
Labor: loading and unloading freight .....	539 51	.....	539 51
Porters, watchmen, and switchtenders .....	855 60	385 02	470 58
Conductors, baggage and brakemen .....	8,211 94	3,691 28	4,520 66
Engineers and firemen .....	10,607 14	4,361 01	6,046 13
Fuel: cost and labor of preparing for use .....	16,748 90	11,165 93	5,582 97
Oil and waste for engines and tenders .....	1,896 64	1,264 43	632 21
Oil and waste for freight cars .....	474 15	.....	474 15
Oil and waste for passenger and baggage cars .....	158 04	158 04	.....
Loss and damage of goods and baggage .....	8 82	.....	8 82
Damage to property, including damages by fire and cattle killed on road. ....	104 00	46 80	57 20
General superintendence .....	7,553 54	3,399 09	4,154 45
Contingencies .....	17,548 60	3,923 63	13,624 97
Totals, .....	\$83,998 74	\$37,267 56	\$46,731 18



## SUBDIVISION OF CONTINGENCIES.

Rents .....	\$121 90
Insurance .....	293 28
Interest and exchange .....	287 70
Car service .....	7,806 11
Engine service .....	2,000 00
Trackage .....	7,039 61
Total .....	<u>\$17,548 60</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$54,456 54	\$36,304 37	\$18,152 17
Repairs of machinery. ....	12,998 42	7,297 52	5,700 90
Operating. ....	83,998 74	37,297 56	46,731 18
Totals .....	<u>\$151,453 70</u>	<u>\$80,869 45</u>	<u>\$70,584 25</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers .....	\$60,554 50
From freight .....	75,518 35
From other sources .....	11,469 24
Total .....	<u>\$147,542 09</u>

## 2d. RECEIPTS.

From passengers .....	\$60,554 50
From freight .....	75,518 35
Mail .....	\$4,806 45
Express .....	4,342 58
Telegraph .....	162 50
Old rails and metals .....	1,019 56
Rents .....	15 00
Car service .....	1,123 15
	<u>11,469 24</u>
Total .....	<u>\$147,542 09</u>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	<u>\$151,453 70</u>
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE J. RICE .....	Horseheads, N. Y.
JOSEPH RODBOURN .....	Breesport, N. Y.
D. D. REYNOLDS .....	Horseheads, N. Y.
E. K. GOODNOW .....	New York City.
D. A. LINDLEY .....	New York City.
HENRY W. POOR .....	New York City.
A. A. MARSH .....	New York City.
ROBERT T. TURNER .....	Elmira, N. Y.
S. T. REYNOLDS .....	Elmira, N. Y.
JAMES H. RODBOURN .....	Erin, N. Y.
WILLIAM S. COPELAND .....	Cortland, N. Y.
FRANK C. CORNELL ..	Ithaca, N. Y.
W. P. ROGERS .....	Brooklyn, N. Y.

GEORGE J. RICE .....	President, Horseheads, N. Y.
M. W. SERAT .....	Treasurer, Elmira, N. Y.
D. S. GREENOUGH .....	Secretary, Elmira, N. Y.
JOSEPH RODBOURN .....	General Manager, Breesport, N. Y.

communications intended for this company should be addressed, GEORGE J. RICE, President, Elmira, Chemung county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. RODBOURN, *Gen. Manager.*  
M. W. SERAT, *Treasurer.*

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(No. 189.)

**VALLEY.**

STATE OF PENNSYLVANIA, }  
Lackawanna County, } ss.:

WILLIAM F. HALLSTEAD, acting Superintendent of operations of the Valley Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. F. HALLSTEAD, *Supt.*

Subscribed and sworn to before me, }  
this 21st day of November, 1878. }

JAMES RUTHEVEN,  
*Notary Public.*

STATE OF NEW YORK, }  
*New York City and County,* } ss. :

FRED F. CHAMBERS, Treasurer of the Valley Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) FRED F. CHAMBERS.

Subscribed and sworn to before me,  
 as to Fred F. Chambers, this 13th  
 day of November, 1878.

LUDWIG R. MILLER,  
*Notary Public.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$750,000 00
Amount of stock subscribed .....	750,000 00
Amount paid in, as by last report .....	750,000 00
Total amount now paid in of capital stock .....	750,000 00
Floating debt, as by last report .....	92,900 92
The amount now of floating debt .....	93,063 54
Total amount now of funded and floating debt .....	93,063 54

This road is leased and operated by the Delaware, Lackawanna and Western Railroad Company.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$464,351 18	\$464,351 18
For bridges .....	68,254 22	68,254 22
Superstructure, including iron .....	180,310 98	180,310 98
Passenger and freight stations, buildings and fixtures .....	5,652 85	5,652 85
Land, land damages, and fences .....	92,127 09	95,289 71
Engineering and agencies .....	32,204 60	29,204 60
Total cost of road and equipment .....	\$842,900 92	\$843,063 54

#### CHARACTERISTICS OF ROAD.

Length of road .....	11.50 miles.
Length of road in this State .....	11.50 "
Length of road laid .....	11.50 "
Length of road laid in this State .....	11.50 "
Length of double track, including sidings .....	1 "
Weight of rail, per yard, on main track .....	60 to 68½ lbs.
Length of main line of road from State line to Binghamton .....	11.50 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	24,286
Number of miles run by freight trains .....	52,589
Number of passengers (all classes) carried in cars .....	64,947
Number of miles traveled by passengers, or number of passengers carried one mile .....	658,933



## RAILROAD REPORT.

619

Number of tons, of 2,000 pounds, of freight carried in cars .....	931,772
Total movement of freight, or number of tons carried one mile .....	10,190,420
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	25
Rate of speed of same when in motion .....	30
Average rate of speed adopted by express trains, including stops .....	25
Rate of speed of same when in motion .....	30
Average rate of speed adopted by freight trains, including stops .....	10
Rate of speed of same when in motion .....	12
Average weight, in tons, of passenger trains, exclusive of passengers and baggage .....	100
Average weight, in tons, of freight trains, exclusive of freight .....	200

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Products of the forest .....	6,661
Animals .....	8,956
Vegetable food .....	75,025
Agricultural products .....	4,171
Manufactures .....	26,635
Merchandise .....	49,435
Other articles .....	748,884
Total .....	12,005
Total .....	931,772

## RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

First-class through passengers .....	3 cents.
First-class way passengers .....	3 "

## EXPENSES.

MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs of road-bed and railway, excepting cost of iron. ....	\$8,564 76	\$856 47	\$7,708 29
Repairs of bridges. ....	905 58	90 55	815 03
Repairs of telegraph. ....	80 97	8 09	72 88
Cost of iron used in repairs. ....	8,200 00	820 00	7,380 00
Alotted to passenger transportation:			
Length in feet. ....	3,630		
Weight in pounds. ....	82,880		
Alotted to freight transportation:			
Length in feet. ....	32,668		
Weight in pounds. ....	745,920		
Repairs of buildings. ....	1,484 66	703 43	781 23
Repairs of fences and gates. ....	65 86	33 48	33 43
Taxes on real estate. ....	4,003 00	2,001 50	2,001 50
Totals. ....	\$23,305 83	\$4,513 47	\$18,792 36
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$4,739 01	\$838 28	\$3,900 73
Repairs of passenger and baggage cars. ....	1,279 15	1,279 15	.....
Repairs of freight cars. ....	8,481 46	.....	8,481 46
Repairs of tools and machinery in shops. ....	428 79	107 19	321 60
Incidental expenses, including oil, fuel, clerks, watchmen, etc., about shops. ....	1,163 83	361 72	802 11
Totals. ....	\$16,152 24	\$2,586 34	\$13,565 90

## EXPENSES—(Continued).

## RAILROAD REPORT.

621

OPERATING THE ROAD.	Amount.	ALLOTTED TO:	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$415 54	\$41 55	\$373 99
Agents and clerks ....	2,977 18	237 71	2,679 47
Labor: loading and unloading freight .....	516 16	.....	516 16
Porters, watchmen, and switchtenders .....	1,133 31	113 33	1,019 98
Wood and water station attendance .....	711 72	71 17	640 55
Conductors, baggage and brakemen .....	8,883 93	920 95	7,962 98
Enginemen and firemen .....	8,559 60	1,309 65	7,249 95
Fuel: cost and labor of preparing for use .....	10,263 89	2,028 38	8,235 51
Oil and waste for engines and tenders .....	982 76	143 62	839 14
Oil and waste for freight cars .....	2,257 39	.....	2,257 39
Oil and waste for passenger and baggage cars .....	237 73	237 73	.....
Loss and damage of goods and baggage .....	69 19	34 59	34 60
Damage for injuries of persons .....	807 93	407 80	400 13
Damages to property, including damages by fire and cattle killed on road .....	32 25	16 12	16 13
General superintendence .....	362 49	181 20	181 29
Contingencies .....	5,953 32	1,300 50	4,652 82
Totals .....	\$44,164 39	\$7,102 30	\$37,062 09



## SUBDIVISION OF CONTINGENCIES.

Use of cars.....	\$4,105 82
Current expenses New York office.....	797 87
Terminal expenses .....	547 37
Legal expenses .....	123 44
Insurance .....	188 22
Sundries .....	190 60
<b>Total .....</b>	<b>\$5,953 32</b>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc.....	\$23,305 83	\$4,513 47	\$18,792 36
Repairs of machinery.....	16,152 24	2,586 34	13,565 90
Operating .....	44,164 39	7,102 30	37,062 09
<b>Totals.....</b>	<b>\$83,622 46</b>	<b>\$14,202 11</b>	<b>\$69,420 35</b>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1st. EARNINGS.

From passengers.....	\$15,787 90
From freight.....	135,916 61
From other sources.....	2,794 76
<b>Total .....</b>	<b>\$154,499 27</b>

## 2d. RECEIPTS.

From passengers.....	\$15,787 90
From freight.....	135,916 61
Express.....	\$1,760 00
Mail.....	1,034 76
	2,794 76
<b>Total .....</b>	<b>\$154,499 27</b>

## 3d. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses .....	\$83,622 46
For interest on stock, as per lease*.....	60,000 00
To payments to surplus fund † .....	10,876 81
<b>Total .....</b>	<b>\$154,499 27</b>

\* NOTE. — Guaranteed by the Delaware, Lackawanna and Western Railroad Company.

† Profit of the Delaware, Lackawanna and Western Railroad Company.

State Engineer and Surveyor.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

MOSES TAYLOR .....	New York City.
SAMUEL SLOAN .....	New York City.
PERCY R. PYNE .....	New York City.
JOHN BRUSEIN .....	New York City.
WM. WALTER PHELPS .....	New York City.
GEORGE BLISS .....	New York City.
CHARLES E. CARRYL .....	New York City.
R. G. ROLSTON .....	New York City.
FRED F. CHAMBERS .....	New York City.
BENJ. CARTWRIGHT* .....	
WILLIAM KELLY* .....	New York City.
MOSES TAYLOR .....	President.
FRED F. CHAMBERS .....	Treasurer and Secretary.
W. F. HALLSTED .....	Superintendent.

communications intended for this company should be addressed, No. 26 Exchange  
ce, New York city.

The undersigned have caused the foregoing statements to be prepared by the  
per officers and agents of this company, from the books and records, and have  
nined them as far as practicable, and believe them to be correct.

(Signed) FRED F. CHAMBERS, *Treasurer.*  
W. F. HALLSTED, *Superintendent.*

(No. 190.)

## WALKILL VALLEY.

STATE OF NEW YORK, }  
Ulster County, } ss.:

M. WINCHELL, Treasurer, and JAMES H. JONES, acting Superintendent of operations  
the Walkill Valley Railroad Company, being severally sworn, each for himself  
oses and says, that the statements in the annexed report, which has been signed  
each of them, at the end thereof, are true and correct, according to the best of  
knowledge, information, and belief.

(Signed) M. WINCHELL,  
J. H. JONES.

scribed and sworn to before me, }  
his 25th day of November, 1878. }

CHARLES BRAY,  
*Notary Public.*

## STOCK AND DEBTS.

Amount of stock subscribed .....	330,000 00
Amount paid in, as by last report .....	330,000 00
Total amount now paid in of capital stock .....	330,000 00
Funded debt, as by last report .....	200,000 00
Total amount now of funded debt* .....	532,000 00
Floating debt, as by last report .....	45,258 81
The amount now of floating debt .....	90,054 18
Total amount now of funded and floating debt .....	622,054 18

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....		\$33,087 32
For bridges .....	\$2,353 64	10,131 85
Superstructure, including iron .....	88,730 10	74,881 15
Engine and car houses, machine-shops, machinery and fixtures .....		46 96
Land, land damages, and fences .....	50 00	3,849 39
Locomotives and fixtures, and snow plows .....	8,258 00	16,698 43
Passenger and baggage cars .....	11,904 00	12,369 75
Freight and other cars .....	6,302 00	9,620 75
Engineering and agencies .....	4 94	1,950 14
Cost of Walkill Valley Railway and its franchises, .....	128,000 00	128,000 00
Total cost of road and equipment.....	\$245,602 68	\$290,495 74

## CHARACTERISTICS OF ROAD.

Length of road .....	85.25 miles.
Length of road in this State .....	85.25 "
Length of road laid .....	33 "
Length of road laid in this State .....	33 "
Length of double track, including sidings .....	5 "
Weight of rail, per yard, on main track. ....	56 and 62 lbs.
Number of engine-houses and shops .....	1
Number of engines .....	2
Number of first-class passenger cars .....	2
Number of baggage, mail, and express cars .....	3
Number of freight cars, including coal cars .....	16
Number of service cars .....	6
Length of main line of road from Montgomery to Albany .....	85.25 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	49,205
Number of miles run by freight trains .....	28,481
Number of passengers (all classes) carried in cars .....	68,632
Number of miles traveled by passengers, or number of passengers carried one mile .....	945,246
Number of tons, of 2,000 pounds, of freight carried in cars .....	54,638
Total movement of freight, or number of tons carried one mile .....	1,098,277

* First mortgage bonds .....	\$202,000 00
Second mortgage income bonds .....	339,000 00
Total .....	\$532,000 00



average rate of speed adopted by ordinary passenger trains, including stops (miles per hour).....	25
of speed of same when in motion .....	32
average rate of speed adopted by express trains, including stops ..	25
of speed of same when in motion .....	32
average rate of speed adopted by freight trains, including stops....	10
of speed of same when in motion .....	12
average weight, in tons, of freight trains, exclusive of freight.....	125

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

the products of the forest.....	2,904
animals.....	5,048
vegetable food.....	169
agricultural products .....	9,846
manufactures .....	22,050
handise .....	2,964
articles .....	9,731
	2,426
Total .....	54,638

THE RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES  
PER MILE, AS FOLLOWS:

first-class through passengers .....	2 cents.
first-class way passengers.....	3 "

## EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.			
Repairs of road-bed and railway, excepting cost of iron. ....	\$13,006 45	\$5,202 58	\$7,803 87
Repairs of bridges . . . . .	547 35	218 94	328 41
Repairs of buildings. ....	178 07	71 22	106 85
Repairs of fences and gates. ....	73 14	29 24	43 90
Taxes on real estate. ....	7,731 79	3,092 70	4,639 09
Totals. ....	\$21,536 80	\$8,614 68	\$12,922 12
REPAIRS OF MACHINERY.			
Repairs of engines and tenders. ....	\$3,154 03	\$1,261 60	\$1,892 43
Repairs of passenger and baggage cars. ....	623 60	622 60	.....
Repairs of freight cars. ....	768 42	.....	768 42
Totals. ....	\$4,545 05	\$1,884 20	\$2,660 85

## RAILROAD REPORT.

627

OPERATING THE ROAD.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Office expenses, stationery, etc. ....	\$2,512 18	\$1,004 86	\$1,507 32
Train and station supplies .....	1,434 65	573 86	860 79
Agents and clerks .....	3,837 70	1,535 08	2,302 62
Labor: loading and unloading freight .....	2,073 07	.....	2,073 07
Porters, watchmen, and switchtenders .....	1,004 19	401 66	602 53
Wood and water station attendance .....	260 56	104 22	156 34
Conductors, baggage and brakemen .....	3,742 35	1,496 94	2,245 41
Enginemen and firemen .....	2,787 79	1,115 12	1,672 67
Fuel: cost and labor of preparing for use .....	14,032 41	5,612 96	8,419 45
Oil and waste for engines and tenders .....	1,256 01	502 40	753 61
Oil and waste for freight cars .....	.....	.....	.....
Oil and waste for passenger and baggage cars .....	42 53	.....	42 53
Loss and damage of goods and baggage .....	118 38	.....	118 38
Damage for injuries of persons .....	303 00	121 00	182 00
Damage to property, including damages by fire and cattle killed on road .....	606 11	242 44	363 67
Operating road .....	900 00	360 00	540 00
General superintendence .....	3,330 44	1,356 16	2,034 28
Use of rolling stock .....	34 35	13 74	20 61
Contingencies .....	1,905 22	762 08	1,143 14
Rents .....	.....	.....	.....
Totals .....	\$40,240 94	\$15,202 52	\$25,038 42



## SUBDIVISION OF CONTINGENCIES.

Proportional expense of State Engineer .....	\$5 50
Traveling expenses.....	28 85
Total .....	<u>\$34 35</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Maintaining road-bed, etc. ....	\$21,536 80	\$8,614 68	\$12,922 12
Repairs of machinery .....	4,545 05	1,884 20	2,660 85
Operating.....	40,240 94	15,202 52	25,038 42
Totals. ....	<u>\$66,322 79</u>	<u>\$25,701 40</u>	<u>\$40,621 39</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

## 1ST. EARNINGS.

From passengers .....	\$26,746 62
From freight.....	54,126 70
From other sources .....	3,862 56
Total .....	<u>\$84,735 88</u>

## 2D. RECEIPTS.

From passengers .....	\$26,746 62
From freight.....	54,126 70
Express .....	\$1,483 66
Mail .....	1,747 83
Telegraph .....	508 93
Car mileage.....	122 14
	<u>3,862 56</u>
Total .....	<u>\$84,735 88</u>

## 3D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$66,322 79
For interest .....	16,601 56
To payments to surplus fund .....	1,811 53
Total .....	<u>\$84,735 88</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
May 7.....	.....	.....	1	.....	.....	.....	1	.....
May 13.....	.....	.....	.....	.....	1	.....	1	.....
June 17.....	.....	.....	.....	.....	1	.....	1	.....
June 22.....	.....	.....	1	1	.....	.....	1	1
Totals .....	.....	.....	2	1	2	.....	4	1

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

1877.

May 7. James Graham inadvertently jumped from car at Shawangunk, and fell underneath; both legs were crushed; died afterwards.

May 13. Mary Wolfes was instantly killed while riding in a street car, the driver the same having attempted to cross in front of an approaching train, at the junction of Greenhill and Union avenues.

June 17. Patrick Matthews, attempting to run in front of an approaching train at Kingston, was killed.

June 23. Wilson Short, killed; George Moxham, fractured arm by construction in colliding with yard engine at Kingston.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

THOMAS CORNELL.....	Rondout, N. Y.
AMBROSE S. MURRAY.....	Goshen, N. Y.
THOMAS B. FITCH.....	Syracuse, N. Y.
DARIUS R. MANGUM.....	New York.
THOMAS W. SHANNON.....	New York.
SAMUEL D. COYKENDALL.....	Rondout, N. Y.
ALVA S. STAPLES.....	Rondout, N. Y.
CHARLES BRAY.....	Rondout, N. Y.
FLOYD S. MCKINSTRY.....	Gardiner, N. Y.
JACOB LEFEVER.....	New Paltz, N. Y.
AMBROSE S. MURRAY.....	New York.
ANTHONY BENSON.....	Kingston, N. Y.
SETH M. CAPRON.....	Walden, N. Y.

THOMAS CORNELL.....	President, Rondout, N. Y.
M. WINCHELL.....	Treasurer, Rondout, N. Y.
E. A. JAQUES.....	Secretary, Rondout, N. Y.
J. P. GOULD.....	Engineer, Rondout, N. Y.
J. H. JONES.....	Superintendent, Rondout, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) M. WINCHELL, *Treasurer.*  
J. H. JONES, *Superintendent.*

(No. 191.)

#### WARWICK VALLEY.

STATE OF NEW YORK, } ss.:  
Orange County,

GRINNELL BURT, President of the Warwick Valley Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been

signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GRINNELL BURT.

Subscribed and sworn to before me, }  
this 2d day of December, 1878. }

NATH'L R. BRADNER,  
Notary Public.

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$225,000 00
Amount of stock subscribed .....	225,000 00
Amount paid in, as by last report. ....	225,000 00
Total amount now paid in of capital stock. ....	225,000 00
Funded debt, as by last report .....	60,000 00
Total amount now of funded debt .....	60,000 00
Total amount now of funded and floating debt. ....	60,000 00
Average rate, per annum, of interest on funded debt. ....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$89,592 92	\$89,592 92
For bridges .....	3,580 00	3,580 00
Superstructure, including iron. ....	66,677 08	66,677 08
Passenger and freight stations, buildings and fixtures .....	8,070 77	8,070 77
Land, land damages, and fences .....	28,805 90	28,805 90
Engineering and agencies .....	2,435 00	2,435 00
Total cost of road and equipment.....	\$199,161 67	\$199,161 67

#### CHARACTERISTICS OF ROAD.

Length of road .....	10.16 miles.
Length of road in this State .....	10.16 "
Length of road laid .....	10.16 "
Length of road laid in this State .....	10.16 "
Length of double track, including sidings.....	40 "
Weight of rail, per yard, on main track .....	50 and 56 lbs.
Length of main line of road from Warwick to Greycourt .....	10.16 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains .....	} 17,180
Number of miles run by freight trains .....	
Number of passengers (all classes) carried in cars .....	26,575
Number of miles traveled by passengers, or number of passengers carried one mile .....	200,870
Number of tons, of 2,000 pounds, of freight carried in cars. ....	20,911
Average rate of speed adopted by ordinary passenger trains, including stops (miles per hour) .....	20
Rate of speed of same when in motion .....	25



## RAILROAD REPORT.

631

## THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

the products of the forest .....	479
animals .....	8,235
vegetable food .....	1,215
other agricultural products .....	209
manufactures .....	860
merchandise .....	551
other articles .....	3,240
Total .....	<u>6,122</u>
	<u>20,911</u>

## RATE OF FARE FOR PASSENGERS, CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

first-class through passengers .....	<u>3 cents.</u>
--------------------------------------	-----------------

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

pairs of road-bed and railway, excepting cost of iron .....	\$3,102 59
pairs of bridges .....	3,000 00
pairs of buildings .....	200 00
pairs of fences and gates .....	250 00
expenses on real estate .....	970 09
Total .....	<u>\$7,522 68</u>

## EXPENSES OF OPERATING THE ROAD.

car expenses, stationery, etc. ....	\$1,273 81
conductors and clerks .....	2,213 00
labor: loading and unloading freight .....	600 00
road and water station attendance .....	125 00
the Railway Company train service .....	12,892 50
damages to property, including damages by fire and cattle killed on road .....	31 00
general superintendence .....	1,000 00
Total .....	<u>\$18,135 31</u>

## RECAPITULATION OF TRANSPORTATION EXPENSES.

Maintaining road-bed, etc. ....	\$7,522 68
Operating .....	18,135 31
Total .....	<u>\$25,657 99</u>

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

EARNINGS.	
From passengers .....	\$5,884 35
From freight .....	31,876 16
From other sources .....	3,549 40
Total .....	<u>\$41,309 91</u>

RECEIPTS.	
From passengers .....	\$5,884 35
From freight .....	31,876 16
Mail, express, etc .....	3,549 40
Total .....	<u>\$41,309 91</u>

## 8D. PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses.....	\$25,657 99
For interest.....	4,200 00
For dividends on stock—amount and rate per cent.....	15,750 00
Total.....	<u>\$45,607 99</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

HOMER RAMSDELL.....	Newburgh, N. Y.
W. L. F. WARREN.....	Newburgh, N. Y.
JOHN H. BROWN.....	Wawayanda, N. J.
H. B. DEKAY.....	Warwick, N. Y.
JAMES C. HOUSTON.....	Bellvale, N. Y.
JAMES BURT.....	Warwick, N. Y.
E. SANFORD.....	Warwick, N. Y.
R. WISNER.....	Warwick, N. Y.
C. H. DEMEREST.....	Warwick, N. Y.
JOHN L. WELLING.....	Warwick, N. Y.
SAMUEL C. WELLING.....	Warwick, N. Y.
GRINNELL BURT.....	Warwick, N. Y.
JAMES K. LIVINGSTON.....	Port Jervis, N. Y.

GRINNELL BURT.....	President.
JOHN L. WELLING.....	Treasurer.
JAMES K. LIVINGSTON.....	Secretary.
GRINNELL BURT.....	Superintendent.

Communications intended for this company should be addressed, Warwick, Orange county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) GRINNELL BURT, *President.*

(No. 192.)

## WAVERLY AND STATE LINE,

LESSOR.

STATE OF PENNSYLVANIA, }  
Philadelphia County, } ss.:

CHARLES HARTSHORNE, Vice-President, and JOHN R. FANSHAW, Treasurer of the Waverly and State Line Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed

each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) CHARLES HARTSHORNE,  
JNO. R. FANSHAWE.

subscribed and affirmed to before me, }  
this 27th day of November, 1878. }

W. C. ALDERSEN,  
Notary Public, Philadelphia.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$10,000 00
Amount of stock subscribed .....	10,000 00
Amount paid in, as by last report .....	10,000 00
Total amount now paid in of capital stock .....	10,000 00
Floating debt, as by last report .....	54,398 05
The amount now of floating debt .....	54,398 05
Total amount now of funded and floating debt .....	54,398 05

The railroad was leased January 26, 1875, on a perpetual lease to the Pennsylvania and New York Canal and Railroad Company, a Pennsylvania corporation.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$64,398 05	\$64,398 05
For bridges .....		
Superstructure, including iron .....		
Passenger and freight stations, buildings and fixtures .....		
Engine and car houses, machine shops, machinery and fixtures .....		
Land, land damages, and fences .....		
Locomotives and fixtures, and snow plows .....		
Passenger and baggage cars .....		
Freight and other cars .....		
Engineering and agencies .....		
Total cost of road and equipment .....	\$64,398 05	\$64,398 05

## CHARACTERISTICS OF ROAD.

Length of road .....	{ Less than one mile.
Weight of rail, per yard, on main track .....	58 pounds.
Number of engine-houses and shops .....	1
Length of main line of road from Pennsylvania State line to New York, Lake Erie and Western railroad, with which it connects ....	

## EARNINGS AND CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From rental .....	\$600 00
PAYMENTS OTHER THAN FOR CONSTRUCTION.	
For interest .....	\$600 00



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ASA PACKARD.....	Philadelphia, Pa.
ROBERT H. SAYRE.....	Bethlehem, Pa.
CHAS. HARTSHORNE.....	Philadelphia, Pa.
ROBERT A. PACKER.....	Sayre, Pa.
WM. H. SAYRE.....	Bethlehem, Pa.
EATON N. FRISBIE.....	Elmira, N. Y.
GEORGE M. DIVEN.....	Elmira, N. Y.
ISRAEL W. MORRIS.....	Philadelphia, Pa.
JOHN R. FANSHAWE.....	Philadelphia, Pa.
HARRY E. PACKER.....	New York.
W. CHAS. ALDERSEN.....	Philadelphia, Pa.
FRED MERCUR.....	Wilkesbarre, Pa.
JOHN C. WELLES.....	Auburn, N. Y.
ROBERT H. SAYRE.....	President, Bethlehem, Pa.
CHAS. HARTSHORNE.....	Vice-President, Philadelphia, Pa.
JOHN R. FANSHAWE.....	Secretary and Treasurer, Philadelphia, Pa.

Communications intended for this company should be addressed, corner Church and Cortlandt streets, New York city, or 238 South Third street, Philadelphia, Pa.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHAS. HARTSHORNE, *Vice-President*,  
JOHN R. FANSHAWE, *Treasurer*.

THE PHILADELPHIA AND NEW YORK RAILROAD COMPANY,  
238 SOUTH THIRD STREET,  
PHILADELPHIA, December 11, 1878. }

E. D. SMALLEY, Esq., *Deputy State Engineer, Albany, N. Y.:*

DEAR SIR — The organization of the Waverly and State Line Railroad was necessary in order to permit us to complete our connection with the Erie Railroad. The distance between the termini does not exceed three quarters of a mile. In order to place it in a proper legal position, a lease was made to this company and the rent was fixed at the nominal sum of six hundred dollars. The accounts are not kept separate, nor would it be possible to do so without considerable additional expense from which we would derive no benefit whatever. It is therefore impossible for us to answer the interrogatories contained in your blank report, and trust you will appreciate the reason of our inability to do so.

Yours truly,  
CHAS. HARTSHORNE, *Treasurer*.

(No. 193.)

## WEST TROY AND GREEN ISLAND.

STATE OF NEW YORK, }  
Rensselaer County, } ss.:

GEO. H. CRAMER, President of the West Troy and Green Island Railroad Company, being sworn, deposes and says, that the statements in the annexed report,

which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

GEO. H. CRAMER.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

J. H. HUNTINGTON,

Notary Public, Troy, N. Y.

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$30,000 00
Amount of stock subscribed .....	30,000 00
Amount paid in, as by last report.....	3,200 00
Total amount now paid in of capital stock .....	<u>3,200 00</u>

This road was built by the Delaware and Hudson Canal Company, and is operated by them as part of the Rensselaer and Saratoga Railroad.

As to the West Troy and Green Island Railroad Company we only organized, and never did anything else under the charter, and all that was or has been done since has been done by the Delaware and Hudson Canal Company of which we have no means of reporting, as all the books, etc., are kept by them.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry.....	\$47,168 38	\$47,168 38
For bridges.....	32,065 00	32,065 00
Superstructure, including iron.....	17,893 57	17,893 57
Land, land damages, and fences .....	37,795 34	37,795 34
Engineering and agencies.....	4,207 57	4,207 57
Total cost of road and equipment ....	<u>\$139,129 86</u>	<u>\$139,129 86</u>

The above figures were obtained by the previous secretary of this company from the Delaware and Hudson Canal Company, no doubt. We have no books, etc., pertaining to this organization, and would refer you to the Delaware and Hudson Canal Company for facts and figures.

This road is operated by the Delaware and Hudson Canal Company. Would refer you to them of its doings the past year.

#### CHARACTERISTICS OF ROAD.

Length of road.....	1.07 miles.
Length of road in this State.....	1.07 "
Length of road laid.....	1.07 "
Length of road laid in this State.....	1.07 "
Length of double track, including sidings.....	.88 "
Weight of rail per yard, on main track.....	62 pounds.
Length of main line of road from West Troy to Green Island .....	<u>1.07 miles.</u>

# 636 WEST TROY AND GREEN ISLAND RAILROAD REPORT.

## EARNINGS, CASH RECEIPTS AND PAYMENTS.\*

### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

#### *Directors.*

GEO. H. CRAMER.....	Troy, N. Y.
J. M. WARREN .....	Troy, N. Y.
G. B. WARREN.....	Troy, N. Y.
LEGRAND C. CRAMER .....	Troy, N. Y.
JOHN B. GALE. ....	Troy, N. Y.
G. P. OGDEN.....	Troy, N. Y.
C. L. ALDEN.....	Troy, N. Y.
GEO. H. CRAMER .....	President.

Communications intended for this company should be addressed, GEO. H. CRAMER, President, No. 19 First street, Troy, Rensselaer county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)                      GEORGE H. CRAMER, *President.*

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\* NOTE.—This road was built and is owned by the Delaware and Hudson Canal Company. The operations are included in the report of the Rensselaer and Saratoga Railroad.  
*State Engineer and Surveyor.*



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REPORTS  
OF  
STREET RAILROAD COMPANIES.

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(No. 1.)

## ALBANY.

STATE OF NEW YORK, }  
 Albany City and County, } ss.:

DEHAVAN PECK, President and Treasurer, and THOMAS B. BURNHAM, acting Superintendent of operations of the Albany Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

DEHAVAN PECK,  
 THOMAS B. BURNHAM.

Subscribed and sworn to before me, }  
 this 1st day of November, 1878. }

GEORGE D. HILL,

Notary Public, Albany County, N. Y.

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in, as by last report .....	200,000 00
Total amount now paid in of capital stock. ....	200,000 00
Funded debt, as by last report .....	78,000 00
Total amount now of funded debt .....	78,000 00
The amount now of floating debt .....	4,377 64
Total amount now of funded and floating debt.....	82,377 64
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$138,943 21	\$139,715 31
For land, buildings, and fixtures, including land		
damages .....	17,000 00	17,000 00
For dummy cars, horses, mules, and harness ...	42,024 00	45,501 46
For cars and sleighs .....	34,575 56	37,313 40
Total cost of road and equipment .....	\$232,542 77	\$239,530 17

## CHARACTERISTICS OF ROAD.

Length of road.....	9.045 miles.
Length of road laid.....	9.045 "
Length of double track, including sidings .....	2.810 "
Weight of rail, per yard .....	33 to 47 lbs.



Number of passenger cars .....	33
Number of horses and mules .....	160
Length of main line of road .....	9.045 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	1,721,237
Number of tons, of 2,000 pounds, of freight carried in cars. ....	11,540

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 to 6 cents.
For way passengers .....	5 to 6 "

The average time consumed by passenger cars in passing over the road .....	32 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$6,349 29
Taxes on real estate .....	2,608 13
Total cost of maintaining road and real estate .....	\$8,957 42

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	}	\$4,323 04
Officers, clerks, agents, and office expenses .....		
Conductors, drivers, and engineers on dummy cars .....		26,192 78
Watchmen, starters, switchmen, roadmen, etc. ....		876 40
Repairs of cars and sleighs .....		3,534 14
Repairs of harness, including material and labor .....		1,120 17
Horseshoeing, including material and labor .....		3,177 47
Horses and mules .....		3,477 46
Stable expenses .....		7,207 55
Feed, grain, hay, etc., including expense of grinding .....		18,457 21
Fuel, gas, and lights .....	}	1,336 09
Oil and waste .....		
Changers .....		1,861 60
Damages to persons and property, including medical attendance ..		52 85
Law expenses .....		500 50
Rents, including use of other roads, ferries, etc .....		1,482 50
Insurance .....		820 00
Advertising, printing, and stamps .....		724 27
Car washers .....		1,093 89
Contingencies .....		195 26
Total expense of operating road, and repairs .....		\$76,433 18

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$94,668 00
From freight .....	5,769 85
Horses .....	\$675 00
Manure .....	898 42
Sinking fund .....	232 38
Hamilton street extension .....	750 00
	2,555 80
Total receipts .....	\$102,993 65

## RAILWAY REPORT.

641

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance and repairs.....	\$85,390 60
For interest.....	6,124 61
For dividends on stock—amount and rate per cent.....	6,000 00
Teaming.....	\$1,430 25
Royalties.....	1,554 80
Equipment.....	2,737 84
Commercial Bank.....	1,000 00
	<u>6,722 89</u>

Total payments during the year..... \$104,238 10

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 19.....	....	1	....	....	....	....	....	1
July 30.....	....	1	....	....	....	....	....	1
Totals.....	....	2	....	....	....	....	....	2

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

April 19. John R. Adams of Pittsburgh, Pa., was riding in car No. 8, eating pea-nuts, and throwing the shells out of window; his arm came in contact with the toll-gate on Kenwood road, and broke his wrist.

July 30. John Palmer, boy, jumped on front platform when car was in motion, and jumped off immediately, and fell, and the wheel run over his leg and broke it.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

A. VAN VECHTEN .....	Albany.
C. W. ARMSTRONG .....	Albany.
MICHAEL DELAHANTY .....	Albany.
THOMAS KEARNEY .....	Albany.
DANIEL MANNING.....	Albany.
JOSEPH T. RICE.....	Albany.
A. BLEECKER BANKS .....	Albany.
DELAVAN PECK .....	Albany.
PHILIP TEN EYCK .....	Albany.
SIMON W. ROSENDALE .....	Albany.
ROBERT C. PRUYN .....	Albany.
JOHN W. McNAMARA .....	Albany.
SARTELL PRENTICE.....	Albany.

DELAVAN PECK..... President and Treasurer.

J. W. McNAMARA .....

Secretary.

S. B. BURNHAM..... Superintendent.

Communications intended for this company should be addressed, Albany Railway, 77 State street, Albany.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) DELAVAN PECK, *President and Treasurer.*  
THOMAS B. BURNHAM, *Superintendent.*

(No. 2.)

### AMSTERDAM STREET.

STATE OF NEW YORK, }  
Montgomery County, } ss.:

JOHN MCCLUMPHA, Jr., Treasurer, and HENRY HERRICK, acting Superintendent of operations of the Amsterdam Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN MCCLUMPHA, JR.,  
HENRY HERRICK.

Subscribed and sworn to before me, }  
this 5th day of December, 1878. }  
D. Cady, *Notary Public.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$15,000 00
Amount of stock subscribed .....	15,000 00
Amount paid in, as by last report .....	15,000 00
Total amount now paid in of capital stock .....	15,000 00
Funded debt, as by last report. ....	168 16
Total amount now of funded debt. ....	168 16
Total amount now of funded and floating debt. ....	168 16
Average rate, per annum, of interest on funded debt. ....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$9,945 50	\$9,945 50
For land, buildings, and fixtures, including land damages .....	1,852 50	1,852 50
For dummy cars, horses, mules, and harness ...	1,170 00	1,170 00
For cars and sleighs ....	2,200 16	2,200 16
Total cost of road and equipment.....	\$15,168 16	\$15,168 16



## RAILROAD REPORT.

643

## CHARACTERISTICS OF ROAD.

Length of road.....	1½ miles.
Length of road laid.....	1½ "
Weight of rail, per yard.....	25 pounds.
Number of passenger cars.....	3
Number of horses and mules.....	7
Length of main line of road from east to west.....	1½ miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	74,620
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers.....	3 "

The average time consumed by passenger cars in passing over the road.....	25 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$170 66
Taxes on real estate.....	87 90
Total cost of maintaining road and real estate.....	\$258 56

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$40 00
Conductors, drivers, and engineers on dummy cars.....	1,040 80
Repairs of cars and sleighs.....	120 35
Repairs of harness, including material and labor.....	11 30
Horseshoeing, including material and labor.....	128 60
Horses and mules.....	310 00
Stable expenses.....	130 00
Feed, grain, hay, etc., including expense of grinding.....	780 60
Fuel, gas, and lights.....	18 80
Oil and waste.....	12 00
Insurance.....	16 67
Advertising and printing.....	25 00
Contingencies.....	36 80

Total expense of operating road, and repairs.....	\$2,670 92
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## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From passengers.....	\$2,984 80

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance and repairs.....	\$2,929 48
For interest.....	11 77
Total payments during the year.....	\$2,941 25

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

HENRY HERRICK .....	Amsterdam.
JOHN McDONNELL .....	Amsterdam.
JOHN MCCLUMPHA .....	Amsterdam.
GARDNER BLOOD .....	Amsterdam.
JAMES H. SCHUYLER .....	Amsterdam.
DAVIS W. SHULER .....	Amsterdam.
DAVID CADY .....	Amsterdam.
JAMES H. BRONSON .....	Amsterdam.
HARMAN WENDELL .....	Amsterdam.
OSCAR F. NELSON .....	Amsterdam.
HENRY E. GREENE .....	Amsterdam.
S. PALEN HEATH .....	Amsterdam.
JOHN MCCLUMPHA, JR. ....	Amsterdam.

HENRY HERRICK ..... President.

JOHN MCCLUMPHA, JR. .... Treasurer and Secretary.

HENRY HERRICK ..... Superintendent.

Communications intended for this company should be addressed, JOHN MCCLUMPHA, Jr., Secretary, Amsterdam, Montgomery county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

HENRY HERRICK, *President.*

JOHN MCCLUMPHA, JR., *Treasurer.*

(No. 3.)

## ASTORIA AND HUNTER'S POINT,

LESSOR.

STATE OF NEW YORK, } ss.:  
New York County, }

WM. RADDE, Treasurer of the Astoria and Hunter's Point Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WM. RADDE.

Subscribed and sworn to before me, }  
this 11th day of December, 1878. }

L. E. G. RADDE,

(61) *Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$75,000 00
Amount of stock subscribed .....	41,500 00
Amount paid in, as by last report .....	36,250 00
Total amount now paid in of capital stock .....	41,500 00

Funded debt, as by last report .....	\$21,750 00
Total amount now of funded debt .....	25,000 00
The amount now of floating debt.....	901 53
Total amount now of funded and floating debt.....	25,901 53
Average rate, per annum, of interest on funded debt.....	7 per cent.

N. B.—The road has been leased by this company to Patrick J. Gleason (P. O. address Long Island City, Queens county, N. Y.), who is operating it.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
*Total cost of road and equipment.....	\$66,500 00	\$66,500 00

## CHARACTERISTICS OF ROAD.

Length of road .....	4.50 miles.
Length of road laid.....	4.50 "
Length of double track, including sidings .....	5.75 "
Weight of rail, per yard.....	45 and 65 lbs.
Length of main line of road from Astoria ferry to Hunter's Point ferry, Long Island City.....	4.50 miles.

## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From rent .....	\$1,570 00
From holders of old bonds balance.....	1,401 03
Total receipt .....	\$2,971 03

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For interest .....	\$1,549 75
For contractor's balance.....	\$870 00
For law, office and other expenses .....	488 02
Loan paid back.....	109 25
	967 27
Total payments during the year.....	\$2,517 02

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

WILLIAM RADDE.....	New York City.
ISAAC BUCHANAN.....	New York City.
CORNELIUS RAPELZE .....	Astoria, N. Y.
HENRY S. ANABLE.....	Long Island City, N. Y.
WILLIAM C. WILSON .....	Astoria, N. Y.
JAMES S. BURROUGHS .....	Astoria, N. Y.
JOHN J. HALSEY .....	Astoria, N. Y.
STEPHEN B. HALSEY.....	Astoria, N. Y.
FRANK D. KOVWENHOVEN .....	Astoria, N. Y.
JOHN W. RUSSELL .....	New York City.
JAMES THOMSON.....	New York City.
LOUIS E. G. RADDE.....	New York City.
FREDERICK W. BLECKWENN .....	Astoria, N. Y.

ISAAC BUCHANAN.....	President, New York City.
WILLIAM RADDE .....	Treasurer, New York City.
FRED. W. BLECKWENN.....	Secretary, Long Island City, N. Y.

\* The road was purchased at foreclosure sale.



Communications intended for this company should be addressed, WILLIAM RADDE, No. 548 Pearl street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) WILLIAM RADDE, *Treasurer.*

(No. 4.)

### ASTORIA AND HUNTER'S POINT,

LESSEE.

STATE OF NEW YORK, }  
*Kings County,* } ss.:

PATRICK J. GLEASON, Lessee of the Astoria and Hunter's Point Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) P. J. GLEASON.

Subscribed and sworn to before me, }  
 this 20th day of December, 1878. }

WM. C. THORP,

*Commissioner of Deeds.*

#### CHARACTERISTICS OF ROAD.

Length of road .....	5 miles.
Length of road laid .....	5 "
Length of double track, including sidings.. ..	5.75 "
Weight of rail, per yard.. ..	45 and 65 lbs.
Number of passenger cars .....	15
Number of horses and mules .....	30
Length of main line of road from Astoria to Hunter's Point. ....	4.50 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	265,300
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#### THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	3 $\frac{1}{2}$ , 4 & 5 cents.
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The average time consumed by passenger cars in passing over the road .....	45 minutes.
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#### EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures. ....	\$2,800 00
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In reference to the building of the half mile of track of which you make inquiry, I have built from Second avenue along Broadway to Tenth avenue, connecting with the main line at the first-mentioned point. It is at my own expense.

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars .....	\$3,800 00
Watchmen, starters, switchmen, roadmen, etc.....	750 00
Repairs of cars and sleighs.....	125 00
Repairs of harness, including material and labor .....	20 00
Horse-shoeing, including material and labor.....	360 00
Horses and mules.....	900 00
Stable expenses .....	700 00
Feed, grain, hay, etc., including expense of grinding .....	2,600 00
Fuel, gas, and lights.....	30 00
Oil and waste .....	22 00
Law expenses.....	150 00
Insurance .....	17 00
Advertising and printing .....	20 00
Total expense of operating road and repairs. . . . .	<u>\$9,494 00</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$10,612 00
Manure .....	\$150 00
Horses .....	105 00
Rent.....	320 00
Old iron.....	25 00
	<u>600 00</u>
Total receipts .....	<u>\$11,212 00</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$11,794 00
For rent on lease of road.....	1,570 00
Total payments during the year .....	<u>\$13,364 00</u>

NOTE.—Report not signed.

State Engineer and Surveyor.

(No. 5.)

## ATLANTIC AVENUE OF BROOKLYN.

STATE OF NEW YORK, } ss.:  
Kings County, }

WILLIAM RICHARDSON, President and acting Superintendent of operations of the Atlantic Avenue Railroad Company of Brooklyn, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WM. RICHARDSON.

Subscribed and sworn to before me, }  
this 30th day of November, 1878. }

WM. J. RICHARDSON,  
Notary Public, Kings Co., N. Y.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$700,000 00
Amount of stock subscribed.....	650,200 00
Amount paid in, as by last report.....	650,200 00
Total amount now paid in of capital stock .....	650,200 00
Funded debt, as by last report.....	472,000 00
Total amount now of funded debt .....	443,720 00
Total amount now of funded and floating debt.....	443,720 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

This road, with its superstructure, including iron, land, buildings and fixtures, cars, horses, harness, and equipment of every kind, was purchased on May 1, 1872, by the Atlantic Avenue Railroad Company of Brooklyn, as a whole, subject to \$456,800, outstanding amounts of funded and mortgage debt, and certain leases to and from other corporations. Road formerly belonged to the Brooklyn and Jamaica Railway Company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron } For land, buildings and fixtures, including land } damages .....	\$1,088,407 33	{ \$384,086 77 716,736 52
For dummy cars, horses, mules, and harness, snow-plows, wagons, and other equipments....	175,483 00	159,873 50
Total cost of road and equipment.....	\$1,263,890 33	\$1,260,196 79

## CHARACTERISTICS OF ROAD.

Length of road to Jamaica and Greenwood.....	17½ miles.
Length of road laid .....	17½ "
Length of double track, including sidings.....	13½ "
Weight of rail, per yard.....	45 to 63 lbs.
Number of passenger cars.....	98
Number of freight cars.....	4
Number of horses.....	429
Length of main line of road from South ferry to Jamaica.....	12 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. ....	5,027,837
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For adult passengers .....	5 cents.
For children.....	3 "

## THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

Round trip on Greenwood line via City Hall.....	96 minutes.
Round trip on Greenwood line via South and Wall street ferries. ....	87 "
Round trip, via Prospect Park, to Ninth avenue and Twentieth street,	88 "
Round trip in Prospect Park.....	63 "
Round trip in Long Island Depot line.....	46 "



## RAILROAD REPORT.

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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$4,560 08
Taxes on real estate.....	1,798 43
Total cost of maintaining road and real estate.....	<u>\$6,358 51</u>

This company leased to the Long Island Railroad Company, for a term of years, from June 1, 1877, all that portion of its road east of Flatbush avenue, in the city of Brooklyn to Jamaica, in the county of Queens, and the said company will report for the business done thereon.

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$5,000 00
Officers, clerks, and office expenses.....	6,145 22
Conductors and drivers.....	56,993 36
Foremen and starters.....	6,450 25
Repairs of cars.....	6,701 31
Repairs of harness, including material and labor, and repairs of wagons, etc.....	2,290 53
Horseshoeing, including material and labor.....	5,630 06
Horses.....	8,734 50
Stable expenses.....	18,517 60
Feed, grain, hay, etc., including expenses for grinding.....	37,369 62
Fuel, gas, and water.....	1,262 29
Registering punches.....	1,635 98
Oil and waste.....	86 70
Damages to persons and property, including medical attendance....	2,196 55
Law expenses.....	2,725 08
Rents, including use of other roads.....	2,081 36
Insurance.....	1,184 65
Telegraph repairs.....	26 00
Advertising and printing.....	417 99
Removing snow and ice.....	323 01
Contingencies.....	1,040 10
Total expense of operating road, and repairs.....	<u>\$166,811 56</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$243,282 45
Rent received for track.....	29,800 56
Cars sold.....	4,384 00
Real estate.....	3,000 00
Manure.....	1,811 80
Rent received from real estate.....	898 17
Signs in cars.....	135 86
Interest received on mortgages.....	2,800 00
Total receipts.....	<u>\$286,112 84</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs....	\$173,170 07
For interest.....	33,078 12
For dividends on stock—amount and rate per cent, 1½ per cent quarterly.....	16,315 00
For Brooklyn and Jamaica Railroad bonds.....	24,400 00
For Third avenue depot.....	14,215 66
For mortgages paid.....	11,000 00
For construction of new track.....	8,335 13
For cars.....	5,019 24
For notes.....	2,000 00
For new buildings and fixtures.....	212 35

Total payments during the year..... \$287,745 57

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 22.....	....	1	....	....	....	....	....	1
1878.								
January 2.....	....	1	....	....	....	....	....	1
February 11.....	....	1	....	....	....	....	....	1
February 13.....	....	1	....	....	....	....	....	1
February 28.....	....	1	....	....	....	....	....	1
June 18.....	....	....	....	....	....	1	....	1
September 7.....	....	1	....	....	....	....	....	1
September 15.....	....	1	....	....	....	....	....	1
September 17.....	....	1	....	....	....	....	....	1
Total.....	....	8	....	....	....	1	....	9

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

November 22. Mrs. Harriet Rutherford. While riding on a Greenwood car, in Fifth avenue, near Fourteenth street, this passenger had an apoplectic fit, fell from the rear corner seat of the car and struck her forehead on the iron door sill. Forehead slightly cut. She died from apoplexy within a week. No employe to blame.

1878.

January 2. Miss Margaret Watkins, while riding in a Boerum street car, No. 209, this young lady was struck in the back by a shaft of a heavily loaded single wagon, which collided with the car in Schermerhorn street. Cause: the breeching, which was of loosely twisted cord, broke and the horse became unmanageable. Effect: the lady's right shoulder blade was injured. No employe to blame.

February 11. Mrs. Isabella Binning. This was an elderly lady passenger who, while the car was standing still at the corner of Atlantic avenue and Boerum street, fell while stepping off the car, hurting the back of her head. No employe to blame.

February 13. Nicholas Kall. This man was a passenger in car No. 53 of the South Ferry Greenwood line, and claimed to have fallen, by being crowded off the rear platform of the car whereby his right wrist became dislocated. The facts were found to be substantially as stated, *i. e.*, he had fallen from the car and he had a broken wrist. He was examined by the company's physician. After settlement with the company it was discovered that by similar pretenses he had mulcted several other railroad companies, both before and after the aforesaid date, and all on account of the same broken wrist—kept broken for that purpose. No employe to blame.

February 28. Killian Smith. This was an elderly gentleman who, in attempting to get off Greenwood car No. 215, at the corner of Fifth and Flatbush avenues, while the car was in motion, fell, hurting his shoulder and blackening his eye.

June 18. Julius Ashby, a young boy, while crossing Atlantic avenue, between Bond and Nevin streets, the day being rainy, slipped on a piece of timber alongside the track and had his arm broken.

September 7. Mrs. Catharine Burke, an elderly passenger, fell from car No. 8 of the Prospect Park line, while it was in motion, in Atlantic avenue, having attempted to get off the car without having notified the conductor to stop, and in consequence struck on the back of her head. No employe to blame.

September 15. Edmund R. Odell. This passenger, in getting on car 179, at the corner of Hoyt street, stood aside to let another passenger enter the car before him, and swinging in the seat handle as he did so. The handle was thereby broken off, letting him fall to the ground. He was more or less bruised. No employe to blame.

September 17. A gentleman, in attempting to get off car No. 4, at Bond street, while it was in motion, fell and hurt his hand. No employe to blame.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

WILLIAM RICHARDSON .....	Brooklyn.
NEWBERRY H. FROST .....	Brooklyn.
CHARLES R. MARVIN .....	Brooklyn.
WILLIAM B. HUNTER .....	Brooklyn.
CHARLES STORRS .....	Brooklyn.
HENRY KNIGHT .....	Brooklyn.
JAMES BINNS .....	Brooklyn.
FREDERICK A. SCHOEDER .....	Brooklyn.
JOHN P. DOUGLASS .....	Theresa, Jefferson County.
THOMAS McCANN .....	Brooklyn.
WILLIAM SCHWARZWÄELDER .....	Brooklyn.
BENJAMIN F. TRACY .....	Brooklyn.
SAMUEL W. BOWNE .....	Brooklyn.

WILLIAM RICHARDSON .....

President.

NEWBERRY H. FROST .....

Treasurer.

WILLIAM J. RICHARDSON .....

Secretary.

Communications intended for this company should be addressed, WILLIAM RICHARDSON, President, Brooklyn, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

WM. RICHARDSON, *President.*

WM. J. RICHARDSON, *Secretary.*



(No. 6.)

## AUBURN AND OWASCO LAKE.

STATE OF NEW YORK, }  
Cayuga County, } ss.:

CHAS. N. ROSS, Treasurer, and M. T. TREAT, acting Superintendent of operations of the Auburn and Owasco Lake Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) CHAS. N. ROSS,  
M. T. TREAT.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

CHAS. O. BRIEN,  
Notary Public, Cayuga County.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$75,000 00
Amount of stock subscribed.....	10,850 00
Amount paid in, as by last report.....	7,157 50
Total amount now paid in of capital stock.....	7,157 50
Floating debt, as by last report. ....	23,500 00
The amount now of floating debt.....	24,442 26
Total amount now of funded and floating debt.....	24,442 26
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$18,482 85	\$18,482 85
* For dummy cars, horses, mules, and harness....	1,625 00	1,625 00
For cars and sleighs .....	2,944 00	2,944 00
Total cost of road and equipment.....	\$23,051 85	\$23,051 85

## CHARACTERISTICS OF ROAD.

Length of road.....	3.50 miles.
Length of road laid .....	1.50 "
Length of double track, including sidings.....	3½ rods.
Weight of rail, per yard .....	28 to 30 lbs.
Number of passenger cars.....	3
Number of horses and mules.....	7
Length of main line of road from Owasco lake to Clarksville.....	3.50 miles.

## RAILROAD REPORT.

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## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars..... 49,665

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers..... 4 and 5 cents

The average time consumed by passenger cars in passing over the road..... 20 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures..... \$26 34  
Taxes..... Not assessed.

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses ..... \$50 50  
Conductors, drivers, and engineers on dummy cars ..... 747 03  
Repairs of cars and sleighs..... 165 05  
Repairs of harness, including material and labor ..... 17 08  
Horseshoeing, including material and labor..... 70 00  
Stable expenses ..... 10 31  
Feed, grain, hay, etc., including expense of grinding. .... 572 73  
Oil and waste..... 6 25  
Water tax..... 15 50  
Law expenses ..... 18 11  
Insurance..... 74 75  
Advertising and printing..... 6 17  
Contingencies ..... 103 68  
Total expense of operating road, and repairs ..... \$1,857 16

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers..... \$2,351 02

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs..... \$1,883 50  
For interest..... 1,408 75  
Total payments during the year ..... \$3,292 25

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

ELMORE P. ROSS ..... Auburn.  
CHARLES N. ROSS..... Auburn.  
WILLIAM H. SEWARD ..... Auburn.  
JOHN N. KNAPP ..... Auburn.  
M. S. MYERS..... Auburn.  
A. G. BEARDSLEY ..... Auburn.  
GEORGE N. LOUNSBERRY..... Auburn.

E. P. ROSS..... President.  
C. N. ROSS..... Treasurer and Secretary.  
M. T. TREAT..... Superintendent.

Communications intended for this company should be addressed, CHARLES N. ROSS, Auburn, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHARLES N. ROSS, *President*.  
M. T. TREAT, *Superintendent*.

(No. 7.)

BABYLON.

STATE OF NEW YORK, }  
Suffolk County, } ss.:

JOHN R. REID, Treasurer, and DAVID S. S. SAMMIS, acting Superintendent of operations of the Babylon Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN R. REID,  
D. S. S. SAMMIS.

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

D. J. RUNYON,  
*Notary Public, Suffolk County, New York.*

STOCK AND DEBTS.

Capital stock, as by charter .....	\$15,000 00
Amount of stock subscribed.....	5,600 00
Amount paid in, as by last report. ....	5,600 00
Total amount now paid in of capital stock .....	5,600 00
Floating debt, as by last report. ....	2,724 51
The amount now of floating debt.....	2,972 61
Total amount now of funded and floating debt.....	2,972 61
Average rate, per annum, of interest on funded debt .....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$7,406 05	\$7,583 05
For dummy cars, horses, mules, and harness ...	1,306 28	1,336 28
Total cost of road and equipment.....	\$8,712 33	\$8,919 33

CHARACTERISTICS OF ROAD.

Length of road.....	1.53 miles.
Length of road laid.....	1.53 "



Weight of rail, per yard .....	40 pounds.
Number of passenger cars .....	2
Number of freight cars .....	1
Number of horses and mules .....	2
Length of main line of road from steamboat dock to South Side railroad, .....	1.53 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	2,633
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	20 cents.
For way passengers .....	10 "

The average time consumed by passenger cars in passing over the road .....	10 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$175 00
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars .....	\$300 00
Repairs of cars and sleighs .....	30 00
Horseshoeing, including material and labor .....	12 00
Feed, grain, hay, etc., including expense of grinding .....	120 00
Rents, including use of other roads, ferries, etc .....	50 00
Total expense of operating road, and repairs .....	\$512 00

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$438 90
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## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$687 00
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

EDWARD M. SAMMIS .....	Babylon, N. Y.
ROBERT O. COLT .....	Babylon, N. Y.
SELAH C. SMITH .....	Babylon, N. Y.
JOHN R. REID .....	Babylon, N. Y.
DAVID S. S. SAMMIS .....	Babylon, N. Y.
EBENEZER P. WHEELER .....	Babylon, N. Y.

ROBERT O. COLT .....	President.
JOHN R. REID .....	Treasurer.
EBENEZER P. WHEELER .....	Secretary.
JONATHAN SAMMIS .....	Engineer.
DAVID S. S. SAMMIS .....	Superintendent.

Communications intended for this company should be addressed, JOHN R. REID, Babylon, Suffolk county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN R. REID, *Treasurer.*  
D. S. S. SAMMIS, *Acting Supt.*

(No. 8.)

**BLEECKER STREET AND FULTON FERRY.**

OFFICE BLEECKER STREET AND FULTON FERRY R. R. Co., }  
621 WEST TWENTY-THIRD STREET,  
NEW YORK, Jan. 21, 1879. }

HON. E. D. SMALLEY,

*Deputy State Engineer and Surveyor :*

DEAR SIR—In reply to your communication of the 17th I would state that the amount of floating debt (\$44,809.88) of the above company has been extinguished by the Twenty-third Street Railway Company, in accordance with the terms of the lease made in 1876. The organization of the Bleecker Street Railroad Company is as follows :

Capital stock.....	\$900,000 00
Funded debt (7 per cent interest).....	700,000 00

Term of lease, 99 years. Conditions of lease, interest on funded debt, 1½ per cent on capital stock, to stockholders, etc.

*Directors.*

JOHN T. CONOVER.....  
JACOB SHARP .....  
THURLOW WEED .....  
LEWIS MAY.....  
DAVID JAMES KING .....  
HENRY P. GOLDSCHMIDT .....  
JOSEPH JACOBS .....  
THOMAS B. KERR .....  
WM. L. SHARDALOW.....  
EBENEZER BRADLESTON .....  
JOHN H. MURPHY .....  
ISAAC HENDRIX .....  
SAMUEL B. H. VANCE.....

JOHN T. CONOVER ..... President.  
DAVID JAMES KING ..... Treasurer.  
GEORGE H. INGERSOLL..... Secretary.

Yours truly,  
JOHN T. CONOVER, *President.*

(No. 9.)

## BROADWAY (BROOKLYN).

STATE OF NEW YORK, }  
*Kings County,* } ss.:

EDWIN BEERS, President, and ROBERT SEALY, Secretary of the Broadway Railroad Company of Brooklyn, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EDWIN BEERS,  
 ROBERT SEALY.

Subscribed and sworn to before me, }  
 this 25th day of November, 1878. }

A. C. WATERMAN,  
*Commissioner of Deeds, City of Brooklyn.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$200,000 00
Amount of stock subscribed .....	200,000 00
Amount paid in, as by last report .....	200,000 00
Total amount now paid in of capital stock .....	200,000 00
Funded debt, as by last report .....	200,000 00
Total amount now of funded debt .....	200,000 00
Floating debt, as by last report .....	33,308 13
The amount now of floating debt .....	128,340 69
Total amount now of funded and floating debt .....	328,340 69
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$212,462 42	*\$285,877 41
For land, buildings and fixtures, including land		
damages .....	126,298 00	148,771 31
For dummy cars, horses, mules, and harness....	147,847 95	.....
For cars, horses and harness, snow-ploughs,		
sweepers and motors .....	.....	182,402 95
Total cost of road and equipment....	\$486,608 37	\$617,051 67

\* Since October 1, 1878, \$35,066.27 of construction of road-bed, etc., charged to running expenses, will appear next year.



## CHARACTERISTICS OF ROAD.

Length of road.....	8½ miles.
Length of road laid.....	8½ "
Length of double track, including sidings.....	8½ "
Weight of rail, per yard.....	45 and 60 lbs.
Number of motors.....	9
Number of passenger cars.....	63
Number of horses.....	286
Length of main line of road:	
From foot of Broadway to East New York.....	4½ miles.
From Reid avenue branch to Atlantic avenue.....	1½ "
Cypress Hill extension.....	2 "
Total length.....	8½ miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars on Broadway and Reid avenue.....	4,070,840
One-half on Cypress Hill extension.....	158,109
Total.....	4,228,949

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers, adults, Broadway and Reid avenue.....	5 cents.
For passengers, children, Broadway and Reid avenue.....	3 "
For all classes—Cypress Hill extension.....	3 "

## THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

East New York line.....	35 minutes.
Reid avenue line.....	35 "
Cypress Hill extension.....	10 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$35,674 86
Taxes on real estate.....	3,708 21
Total cost of maintaining road and real estate .....	\$39,378 07

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	}	\$10,165 68
Officers, clerks, agents, and office expenses.....		
Conductors, drivers, and engineers on motors.....		49,734 81
Watchmen, starters, switchmen, roadmen, etc.....		5,412 19
Brakemen, coalmen, and cleaning motors.....		1,206 24
Repairs of cars and wagons.....		6,360 12
Repairs of motors.....		543 04
Repairs of harness, including material and labor.....		710 95
Horseshoeing, including material and labor.....		3,820 05
Horses.....		3,880 00

\* Since October 1, 1878, this amount has been increased from construction account, \$35,096.27. The work having been just completed, the proper entries were not made until after said date, and the report is made as shown on the books at that date.

## RAILROAD REPORT.

659

Stable expenses.....	\$12,648 49
Feed, grain, hay, etc., including expense of grinding.....	24,371 06
Fuel, gas, and lights.....	3,321 22
Oil and waste.....	864 07
Water tax.....	461 57
Damages to persons and property, including medical attendance....	664 51
Law expenses.....	1,109 51
Rents, including use of other roads, ferries, etc.....	245 00
Insurance.....	1,402 04
Advertising and printing.....	30 50
Contingencies.....	3,051 17
Total expense of operating road, and repairs.....	<u>\$129,992 22</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers:		
East New York and Reid Avenue.....	\$203,542 50	
One-half Cypress Hill extension.....	4,743 27	
		\$208,285 77
Manure.....	\$1,614 25	
Rent of buildings.....	630 32	
Horses.....	1,030 50	
Iron, wood, etc.....	685 11	
Hay and feed.....	835 77	
Rent of tracks.....	918 33	
Rent of panels in cars.....	156 00	
Interest.....	2,356 57	
Miscellaneous.....	295 42	
		8,567 27
Total receipts.....		<u>\$216,853 04</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$139,370 29
For interest.....	17,723 06
For dividends on stock—amount and rate per cent, 8 per cent quarterly.....	24,000 00
Total payments during the year.....	<u>\$181,093 34</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 15.....	....	1	....	....	....	....	....	1
September 23.....	....	....	....	....	1	....	1	....
Totals.....	....	1	....	....	1	....	1	1

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

April 15. Samuel Maydole, an old man, in getting off front platform of an East New York car, before the same came to a stop, fell, and was ruptured.

September 23. W. Shug, boy, in the attempt to get on the first car of a train of two (East New York line) fell between and was run over by the second car and almost instantly killed. A coroner's inquest was held and the jury rendered a verdict of "accidental death."

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

EDWIN BEERS .....	Brooklyn.
SEYMOUR L. HUSTED .....	Brooklyn.
GEORGE RICARD .....	Brooklyn.
JOHN M. FURMAN .....	New York City.
NICHOLAS WYCKOFF .....	Brooklyn.
EDMUND DRIGGS .....	Brooklyn.
STEPHEN B. CONKLIN .....	Brooklyn.
JAMES BINNS .....	Brooklyn.
SAMUEL M. MEERKE .....	Brooklyn.
FREDERIC CROMWELL .....	Brooklyn.
WM. H. HUSTED .....	Brooklyn.
GEORGE E. KITOMING .....	Brooklyn.

EDWIN BEERS .....	President.
ROBERT SEALY .....	Treasurer and Secretary.
JOSHUA CRANDALL .....	Superintendent.

Communications intended for this company should be addressed, Broadway Railroad Company, No. 21 Broadway, Brooklyn, E. D., Kings county, N. Y.

#### Cypress Hill Extension.

By steam from East New York to Cypress Hill cemetery, two miles ; owned jointly by the Broadway and Brooklyn City Railroad companies, and under the management of the Broadway Railroad Company.

The receipts and disbursements are entered into the doings of our respective companies.

#### CHARACTERISTICS OF ROAD.

Length of road .....	2 miles.
Length of road laid .....	2 "
Length of double track .....	2 "
Weight of rail, per yard .....	60 pounds.
Number of steam passenger cars .....	6
Number of coribation passenger cars, with motor .....	2
Number of motors .....	2



DOINGS OF THE YEAR IN TRANSPORTATION SINCE JANUARY 1, 1878 (NINE MONTHS).	
Number of passengers all (classes) carried in cars .....	314,957

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For adults .....	3 cents.
For children .....	3 "

The average time consumed by passenger cars in passing over the road .....	10 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$81 75
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Office expenses.....	\$285 78
Engineer.....	1,277 43
Conductors.....	1,185 37
Watchmen, starters, and switchmen. ....	337 37
Brakemen, coal men, and cleaning motors .....	182 12
Repairs of cars and motors. ....	369 43
Fuel.....	1,283 84
Gas and light.....	29 53
Oil and waste .....	343 66
Water .....	193 17
Damages to persons and property.....	57 02
Insurance.....	80 34
Advertising and printing.....	14 00
Fitting up office .....	145 06
Repairs to tracks.....	81 75
Contingencies .....	189 07
Total expense of operating road, and repairs .....	\$5,973 19

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$9,448 70
Sundries .....	87 85
Total receipts. ....	\$9,486 55

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For operating expenses and repairs.....	\$6,054 94
Profits divided .....	2,341 08
Undivided profits.....	1,090 53
Total payments during the year .....	\$9,486 55

## ACCIDENTS.

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

September 29. Frank Bonhach, who (from cause unknown) stepped on the track directly in front of a motor, as it was passing the corner of Fulton and Siegel avenues, East New York, and was instantly killed. An inquest was held by Coroner Nolan, and the jury rendered a verdict of accidental death.

NOTE.—The cost of construction and equipment of the Cypress Hill Extension is included in the cost of road, etc., in the reports of the Broadway of Brooklyn and the Brooklyn City—one-half in each.

*State Engineer and Surveyor.*

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

EDWIN BEERS, *President.*

ROBERT SEALY, *Sec'y and Treas.*

(No. 10.)

**BROADWAY AND SEVENTH AVENUE.**

STATE OF NEW YORK, }  
New York County, } ss.:

J. W. FOSHAY, President, and R. H. LEADBETTER, acting Superintendent of operations of the Broadway and Seventh Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

J. W. FOSHAY,

R. H. LEADBETTER.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

THOMAS P. JONES,

*Notary Public, No. 24, City and County of New York.*

**STOCK AND DEBTS.**

Capital stock, as by charter .....	\$2,100,000 00
Amount of stock subscribed .....	2,100,000 00
Amount paid in, as by last report. ....	2,100,000 00
Total amount now paid in of capital stock. ....	2,100,000 00
Funded debt, as by last report .....	1,500,000 00
Total amount now of funded debt ....	1,500,000 00
Floating debt, as by last report. ....	250,121 74
The amount now of floating debt ....	242,151 90
Total amount now of funded and floating debt ....	1,742,151 90
Average rate, per annum, of interest on funded debt. ....	7 per cent.

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$2,841,270 14	\$2,841,270 14
For land, buildings and fixtures, including land		
damages .....	780,706 95	785,680 07
For dummy cars, horses, mules, and harness ...	198,595 00	198,595 00
For cars and sleighs .....	170,678 54	170,678 54
Total cost of road and equipment .....	\$3,991,250 63	\$3,996,223 75

# RAILROAD REPORT.

663

## CHARACTERISTICS OF ROAD.

Length of road.....	8 miles.
Length of road laid.....	8 "
Length of double track, including sidings.....	8.25 "
Weight of rail, per yard.....	50 to 60 lbs.
Number of passenger cars run.....	126
Number of horses.....	1,216

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	18,452,557
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road, from Fifty-ninth street to Barclay street.....	45 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$28,784 62
Taxes on real estate.....	28,797 62
Total cost of maintaining road and real estate.....	\$57,582 24

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$2,500 00
Officers, clerks, agents, and office expenses.....	21,216 92
Conductors, drivers, and engineers on dummy cars.....	176,495 19
Watchmen, starters, switchmen, roadmen, etc.....	19,344 39
Repairs of cars.....	33,596 99
Repairs of harness, including material and labor.....	4,594 62
Horseshoeing, including material and labor.....	21,924 24
Horses.....	34,200 00
Stable expenses.....	58,538 26
Feed, grain, hay, etc., including expense of grinding.....	106,164 24
Fuel, gas, and lights.....	5,915 81
Oil and waste.....	727 75
Water tax.....	1,581 50
Damages to persons and property, including medical attendance....	1,964 50
Law expenses.....	12,358 37
Insurance.....	3,108 25
Advertising.....	43 40
Snow account.....	2,035 75
Contingencies.....	10,707 12
Total expense of operating road, and repairs.....	\$517,017 30



## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....		\$922,627 88
From horses .....		7,741 00
Old iron .....	\$5,049 36	
Manure .....	3,611 25	
Rent of tracks .....	1,900 00	
Advertisement in cars .....	1,950 01	
Damages .....	122 00	
Wood .....	187 75	
Interest .....	107 99	
Sundries .....	332 31	
		<u>13,260 67</u>
Total receipts .....		<u>\$943,629 55</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$574,599 54
For interest .....	119,000 00
For dividends on stock—amount and rate per cent, 9½ per cent..	199,500 00
For one horse car .....	37,852 50
Total payments during the year .....	<u>\$930,952 04</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 24 .....	....	1	....	....	....	....	....	1
1878.								
January 22 .....	....	....	....	....	1	....	1	....
February 5 .....	....	....	....	....	1	....	1	....
March 18 .....	....	....	....	....	1	....	1	....
August 31 .....	....	1	....	....	....	....	....	1
Total .....	....	2	....	....	3	....	3	2

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1877.

November 24. Car No. 158 ; on seventh trip up, when at Forty-seventh street and Seventh avenue, a passenger, in attempting to alight from car, while in motion, fell, receiving slight injuries.

1878.

January 22. Car No. 56 ; in Wooster street, between Grand and Canal streets, a child about four years of age, named Bertha Mittlestaedt, was running across the street, following and crying after her mother, who had left her alone and crossed to the other side-walk to speak to a friend, when she stumbled and fell between the wheels of the passing car, the hind one running on her body, crushing her to death.

February 5. Car No. 104; in Thompson street, near Grand, a man by the name of John Hurley, who was intoxicated, in attempting to cross the track, stumbled and fell; the wheels passed over his foot, and he received injuries from which he died.

March 18. Car No. 2; in University place, at Fourteenth street, a police officer, by the name of Charles Duffy, attempted to get on front platform of car, while it was hurrying to pass through a procession which had stopped for a moment to allow the delayed cars to proceed on their way; in doing so, his body struck a brother officer, who was standing in the street between the tracks, knocking him under a passing stage and himself off the platform, and falling under the car, received injuries from which he died.

August 31. Car No. 44; in Greene street, near Grand, a passenger in car, having his elbow out of the window, had it struck by a box on a truck that was being unloaded, receiving slight injuries.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

JAMES W. FOSHAY .....	New York City.
THOMAS B. KERR .....	New York City.
THURLOW WEED .....	New York City.
GEORGE LAW .....	New York City.
JOHN H. MURPHY .....	New York City.
JESSE A. MARSHALL .....	New York City.
CHARLES JOHNSON .....	New York City.
EDWARD F. SMITH .....	New York City.
JOHN ANDERSON .....	Tarrytown.
TIMOTHY TOWNSEND .....	Newburgh.
FRANCIS A. PALMER .....	New York City.
JOHN J. BRADLEY .....	New York City.
JACOB SHARP .....	New York City.

JAMES W. FOSHAY..... President.

THOMAS B. KERR..... Treasurer and Secretary.

R. H. LEADBETTER..... Superintendent.

Communications intended for this company should be addressed, Corner Seventh avenue and Fiftieth street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

J. W. FOSHAY, *President.*

R. H. LEADBETTER, *Sup't.*

(No. 11.)

## BROOKLYN CITY.

STATE OF NEW YORK, } ss.:  
*Kings County,*

THOMAS SULLIVAN, President, and CHARLES C. BETTS, Treasurer of the Brooklyn City Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOMAS SULLIVAN,  
 CHARLES C. BETTS.

Subscribed and sworn to before me, }  
 this 14th day of November, 1878. }

DANIEL F. LEWIS,  
*Notary Public, Kings County, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$2,000,000 00
Amount of stock subscribed.....	2,000,000 00
Amount paid in, as by last report.....	2,000,000 00
Total amount now paid in of capital stock in cash and surplus earnings*.....	2,000,000 00
Funded debt, as by last report.....	300,000 00
Total amount now of funded debt.....	300,000 00
Floating debt, as by last report.....	50,000 00
The amount now of floating debt.....	75,000 00
Total amount now of funded and floating debt.....	375,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$1,101,808 26	\$1,118,452 52
For land, buildings and fixtures, including land damages.....	645,755 99	663,569 88
For horse and steam dummy cars, horses and harness.....	767,367 64	816,925 84
Total cost of road and equipment.....	\$2,514,931 89	\$2,598,948 24

## CHARACTERISTICS OF ROAD.

Length of road.....	38 miles.
Length of road laid.....	38 "

\*NOTE.—\$1,250,000 paid in cash, \$750,000 capitalized out of the earnings of the company.  
*State Engineer and Surveyor.*



# RAILROAD REPORT.

667

Weight of rail, per yard .....	40, 60, & 64 lbs.
Number of dummy cars .....	6
Number of passenger cars .....	500
Number of horses .....	1,964
Length of main line and branches of road from Fulton Ferry to county towns .....	38 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, about.....	30,000,000
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers, adults.....	5, 8, and 10 cts.
For way passengers, children ....	3, 4, and 6 cts.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures.....	\$130,475 39
Taxes on real estate .....	56,043 67
Total cost of maintaining road and real estate .....	\$186,519 06

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses .....	\$31,104 44
Conductors, drivers, and engineers on dummy cars.....	359,942 97
Watchmen, starters, switchmen, roadmen, etc.....	52,957 40
Repairs of dummy cars .....	5,320 72
Repairs of cars .....	40,145 90
Repairs of harness, including material and labor.....	10,837 40
Horseshoeing, including material and labor.....	31,823 69
Horses .....	48,118 50
Stable expenses .....	123,967 21
Feed, grain, hay, etc., including expense of grinding.....	192,354 28
Fuel, gas, and lights.....	7,707 91
Oil and waste.....	1,088 02
Damages to persons and property, including medical attendance....	11,518 40
Law expenses.....	2,500 00
Rents, including use of other roads, ferries, etc.....	2,823 53
Insurance .....	5,962 03
Advertising and printing.....	9,253 99
Contingencies .....	24,932 04
Total expense of operating road, and repairs.....	\$962,363 43

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers .....	\$1,460,410 76
Horses .....	\$3,770 50
Rents .....	15,647 54
Manure .....	9,252 77
Horse feed.....	1,956 98
Wood and iron .....	2,780 68
Interest .....	297 50
All other sources .....	523 23
	34,229 20
Total receipts .....	\$1,494,639 96

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$1,148,882 49
For interest.....	27,509 65
For dividends on stock—amount and rate per cent, $3\frac{1}{4}$ per cent, quarterly.....	280,000 00
<b>Total payments during the year.....</b>	<b>\$1,456,392 14</b>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 29.....	....	....	....	....	....	1	....	1
October 31.....	....	....	....	....	....	1	....	1
November 9.....	....	....	1	....	....	....	1	....
1878.								
January 2.....	....	1	....	....	....	....	....	1
February 6.....	....	....	....	....	....	1	....	1
April 14.....	....	....	....	....	....	1	....	1
April 24.....	....	1	....	....	....	....	....	1
May 26.....	1	....	....	....	....	....	1	....
July 5.....	1	....	....	....	....	....	1	....
September 29.....	....	....	....	....	....	1	....	1
<b>Totals.....</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>....</b>	<b>....</b>	<b>5</b>	<b>3</b>	<b>7</b>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

October 29. James Stater was knocked down by the horses attached to a Graham avenue car; his leg was broken.

October 31. John Mitchell, had his foot crushed, and sustained internal injuries, by a car on the Myrtle avenue line.

November 9. Michael McNally was run over by a dummy engine on the Fort Hamilton line, receiving injuries from which he died.

1878.

January 2. Robert Walker was slightly injured by falling from a car on the Myrtle avenue line.

February 6. Wm. C. Platt was caught between two cars at the Fulton ferry; his collar bone was broken.

April 14. Charles Boras was slightly injured by a car of the Graham avenue line.

April 24. Henry Uterhart was slightly injured by falling from a car of the Fulton avenue line.

May 26. Patrick Nash, fell from a steam (motor) car on the Fort Hamilton line, and died from injuries received.

July 5. John Kane was struck by a steam (motor) car, and killed.

September 29. John Schultz, in crossing Flushing avenue, fell in front of a car, and his ankle was broken.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

THOMAS SULLIVAN .....	Brooklyn.
SEYMOUR L. HUSTED .....	Brooklyn.
THOMAS BROOKS.....	Brooklyn.
JAMES HOW .....	Brooklyn.
ABRAHAM B. BAYLIS.....	Brooklyn.
HENRY C. MURPHY.....	Brooklyn.
CHARLES C. BETTS.....	Brooklyn.
FRANCIS PARES.....	Brooklyn.
WILLIAM H. HUSTED .....	Brooklyn.
CROWELL HADDEN .....	Brooklyn.
JEREMIAH CURTIS.....	New York City.
GEORGE N. CURTIS .....	New York City.

THOMAS SULLIVAN ..... President, Brooklyn.

CHARLES C. BETTS ..... Treasurer, Brooklyn.

WILLIAM B. LEWIS..... Secretary, Brooklyn.

Communications intended for this company should be addressed, Brooklyn City Railroad Company, No. 10 Fulton street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOMAS SULLIVAN, *President.*  
CHARLES C. BETTS, *Treasurer.*

(No. 12.)

## BROOKLYN CITY AND NEWTOWN.

STATE OF NEW YORK, }  
Kings County, } ss.:

GEORGE H. HENRY, President, and HENRY W. BUSH, acting Superintendent of operations of the Brooklyn City and Newtown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE H. HENRY,  
HENRY W. BUSH.

Subscribed and sworn to before me, }  
this 7th day of December, 1878. }

ANDREW HARRISON,  
*Notary Public, Kings County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$2,000,000 00
Amount of stock subscribed .....	600,000 00
Amount paid in, as by last report .....	600,000 00
Total amount now paid in of capital stock .....	600,000 00
Funded debt, as by last report .....	400,000 00
Total amount now of funded debt .....	400,000 00



Floating debt, as by last report.....	\$107,939 91
The amount now of floating debt .....	137,498 36
Total amount now of funded and floating debt .....	537,498 36
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment .....	\$898,554 61	\$961,114 97

## CHARACTERISTICS OF ROAD.

Length of road.....	14 miles.
Length of road laid.....	13 "
Length of double track, including sidings .....	4½ "
Weight of rail, per yard.....	45 and 60 lbs.
Number of passenger cars.....	70
Number of horses.....	271
Length of main line of road from Brooklyn to Newtown.....	9½ miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	3,970,180
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers.....	5 cents.
For passengers—children.....	3 "

The average time consumed by passenger cars in passing over the road.....	1 h. 30 min.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$5,739 63
Taxes on real estate.....	8,614 69
Total cost of maintaining road and real estate.....	\$14,354 31

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses .....	\$5,678 41
Conductors and drivers.....	89,310 98
Watchmen, starters, switchmen, roadmen, etc.....	9,145 75
Repairs of cars.....	9,538 76
Repairs of harness, including material and labor.....	1,248 22
Horseshoeing, including material and labor.....	3,760 34
Horses .....	5,860 00
Stable expenses—wages.....	9,156 62
Feed, grain, hay, etc., including expense of grinding.....	23,694 62
Fuel, gas, and lights .....	593 14
Oil and waste.....	226 55
Water tax.....	225 74
Damages to persons and property, including medical attendance....	7,581 58
Law expenses.....	3,598 10
Rents, including use of other roads, ferries, etc.....	1,792 61
Insurance .....	1,260 00
Advertising and printing.....	231 86
Contingencies .....	2,664 78
Total expense of operating road, and repairs.....	\$125,428 07

## RAILROAD REPORT.

671

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$193,831 66
Rents of track .....	\$1,361 22
Sale of manure .....	1,334 13
Sale of horses .....	570 50
Sale of wood .....	280 34
	<hr/>
	3,546 19
Total receipts .....	<hr/>
	\$197,377 85

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs. ....	\$139,782 38
For interest.....	31,126 15
	<hr/>
Total payments during the year .....	\$170,908 53

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

September 14. A man named Charles Thornton, who was subject to epileptic fits and who had during the last year fallen off two Myrtle avenue cars, fell off the front platform of a car in an epileptic fit; he was taken home and died during the next night. At an inquest before Coroner Simms the company was exonerated from all blame.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE H. HENRY.....	New York.
WHITSON OAKLEY .....	Brooklyn.
LOUIS FITZGERALD.....	New York.
ALFRED WAGSTAFF, Jr. ....	Islip, L. I.
E. B. COLT .....	New York.
J. B. FAESSITT .....	New York.
E. T. LYNCH.....	Flushing, L. I.

GEORGE H. HENRY..... President, New York.

H. A. SCHULZ..... Treasurer and Secretary, Brooklyn.

H. W. BUSH..... Superintendent, Brooklyn.

Communications intended for this company should be addressed, Brooklyn City and Newtown Railroad Company, No. 910 De Kalb avenue, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

GEO. H. HENRY, *President.*H. W. BUSH, *Supt.*

(No. 13.)

## BROOKLYN CROSSTOWN.

STATE OF NEW YORK, }  
*Kings County,* } ss.:

H. W. SLOCUM, President, and J. R. CONNER, Treasurer of the Brooklyn Crosstown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) H. W. SLOCUM,  
 J. R. CONNER.

Subscribed and sworn to before me, }  
 this 19th day of November, 1878. }

GEO. M. PAYNTER,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$200,000 00
Amount of stock subscribed .....	197,700 00
Amount paid in, as by last report .....	395,400 00
Total amount now paid in of capital stock* .....	197,700 00
Funded debt, as by last report .....	300,000 00
Total amount now of funded debt .....	486,000 00
Floating debt, as by last report .....	16,874 00
The amount now of floating debt .....	4,353 00
Total amount now of funded and floating debt .....	490,353 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages .....	\$553,818 72	\$557,769 19
For cars, horses, and harness .....	83,974 09	86,046 42
For cars and sleighs .....	76,194 03	71,373 63
	44,965 00	44,665 00
Total cost of road and equipment .....	\$758,951 84	\$759,154 24

## CHARACTERISTICS OF ROAD.

Length of road .....	8 miles.
Length of road laid .....	8 "
Length of double track, including sidings .....	8 "
Weight of rail, per yard .....	45 pounds.

\* Capital stock reduced in accordance with the provisions of chapter 264, Laws of 1868.



## RAILROAD REPORT.

673

Number of passenger cars .....	68
Number of horses .....	309
Length of main line of road from Hunter's Point to Erie Basin .....	8 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	4,230,468
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

Within city limits:	
Adults .....	5 cents.
Children .....	3 "
Beyond city limits .....	2 c. additional.

The average time consumed by passenger cars in passing over the road .....	1 hr. 20 min.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$6,933 60
Taxes on real estate .....	2,062 15
Total cost of maintaining road and real estate .....	\$8,995 75

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses .....	\$7,818 64
Conductors, drivers, and engineers on dummy cars .....	37,865 36
Watchmen, starters, switchmen, roadmen, etc. ....	8,519 79
Repairs of cars .....	13,985 81
Repairs of harness, including material and labor .....	1,136 48
Horseshoeing, including material and labor .....	4,089 38
Horses .....	12,694 50
Stable expenses .....	13,647 87
Feed, grain, hay, etc., including expense of grinding .....	29,291 13
Fuel, gas, and lights .....	1,149 35
Oil and waste .....	135 66
Water tax .....	475 54
Damages to persons and property, including medical attendance .....	1,259 50
Law expenses .....	817 28
Rents, including use of other roads, ferries, etc. ....	1,232 55
Insurance .....	412 82
Advertising and printing .....	712 71
Contingencies .....	7,894 14
Total expense of operating road, and repairs .....	\$143,138 01

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$203,286 76
Manure .....	\$934 72
Damages .....	154 72
Interest .....	700 00
Horses .....	483 00
Tickets .....	989 00
Old iron .....	289 79
	3,551 23
Total receipts .....	\$206,837 99

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs . . . . .	\$152,133 76
For interest . . . . .	21,630 00
Reduction of capital stock . . . . .	\$7,850 00
New stable, and changing route with track . . . . .	13,224 00
	<u>21,074 00</u>
Total payments during the year . . . . .	<u>\$194,837 76</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
May 23 . . . . .	....	....	....	....	....	1	....	1
May 25 . . . . .	....	....	....	....	....	1	....	1
July 7 . . . . .	....	....	....	....	1	....	1	....
September 21 . . . . .	....	....	....	....	1	....	1	....
Totals . . . . .	....	....	....	....	2	2	2	2

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

May 23. Bernard Keenan was sweeping the street on Willoughby street, near Prince, in stepping back to avoid a wagon, tripped over his broom and fell under the horses' feet, and had two ribs broken.

May 25. John Gray, a child two and one-half years old, ran from under a truck that was standing beside the track on Navy street, and ran in between the horse and the car; was knocked down, and received injuries on the head from the running gear.

July 7. Henry Shields, eight years old, was stealing a ride on the rear of a car going through Richard street, jumped off and fell under the horses feet of a car passing in the opposite direction, receiving injuries in the groin, from which he died. The coroner's jury exonerated the driver.

September 21. Thomas A. Nelson, aged six years, in company with another boy, was stealing a ride on a truck on Richard street, near Verona, and being driven off by the truck driver, the deceased jumped on the track, immediately in front of the car horse, going in an opposite direction, was knocked down, and the front wheel of the car passed over his breast, killing him almost instantly. The coroner's jury exonerated the driver from all blame.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

HENRY A. SLOCUM.....  
 SYLVESTER M. BEARD.....  
 EZRA B. TUTTLE.....  
 GEORGE RICARD.....  
 HORACE M. WARREN.....  
 CHARLES P. KINGSBURY.....  
 JOHN C. PROVOST.....  
 GEORGE A. KINGSLAND.....  
 FRANKLIN H. KALBFLEISCH.....  
 WILLIAM MARSHALL.....  
 JOHN R. CONNER.....  
 JAMES L. TRUSLOW.....  
 JAMES F. PIERCE.....

H. W. SLOCUM..... President.

J. R. CONNER..... Treasurer and Secretary.

Communications intended for this company should be addressed, No. 585 Manhattan avenue, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) H. W. SLOCUM, *President.*

JNO. R. CONNER, *Sec'y and Treas.*

(No. 14.)

## BROOKLYN, WINFIELD AND NEWTOWN.

STATE OF NEW YORK, }  
*Kings County,* } ss.:

JOHN H. BERGEN, President, and JULIUS T. CHESEBROUGH, Secretary of the Brooklyn, Winfield and Newtown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN H. BERGEN,

JULIUS T. CHESEBROUGH.

Subscribed and sworn to before me, }  
 this 15th day of January, 1879. }

FREEMAN CLARKSON,

*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter* .....	\$150,000 00
Amount of stock subscribed .....	83,500 00
Amount paid in, as by last report. ....	68,000 00
Total amount now paid in of capital stock. ....	69,000 00

\* Increased by stockholders to \$300,000.



Funded debt, as by last report .....	\$125,000 00
Total amount now of funded debt. ....	125,000 00
The amount now of floating debt .....	5,000 00
Total amount now of funded and floating debt .....	130,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## CHARACTERISTICS OF ROAD.

Length of road, about .....	12 miles.
Length of road laid, about. ....	3 "
Weight of rail, per yard .....	45 pounds.

In July, 1870, this company made a contract with Elwell & Green, trustees, to build a railroad upon a portion of the route of this company on Metropolitan avenue, Grand street, and other streets in the city of Brooklyn and the town of Newtown, and subsequently, under said contract, about three miles of road was constructed and put in operation, and the same is now, and has been ever since its completion, in operation. The cost of constructing said road exceeded the sum of \$35,000.

Since October 26, 1870, such portion of this company's road has been, and is now, leased to, and operated by, the North Second Street and Middle Village Railroad Company.

The reason why the balance of this company's road has not been constructed, is the delay caused by litigation between this company and the city authorities of Brooklyn, and rival railroad companies therein.

This company has also expended about \$19,000 for land damages, engineering, maps, legal expenses, and other necessary expenses, all of which will be included and specified, so soon as the company is operating its road in its construction account.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN H. BERGEN .....	Flatbush.
WILLIAM A. SMITH .....	Brooklyn.
JOHN MCGROARTY .....	Brooklyn.
EDWARD R. PHELPS .....	White Plains, N. Y.
JAMES M. OAKLEY .....	Jamaica, L. I.
JULIUS F. CHESEBROUGH .....	New York City.
One vacancy.	

JOHN H. BERGEN .....	President.
JULIUS F. CHESEBROUGH .....	Secretary and Treasurer.
L. L. BARTLETT .....	Engineer.

Communications intended for this company should be addressed, JULIUS F. CHESEBROUGH, Treasurer, No. 30 Vesey street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN H. BERGEN, *President.*  
JULIUS F. CHESEBROUGH, *Secretary.*

(No. 15.)

## BUFFALO EAST SIDE STREET.

STATE OF NEW YORK, }  
*Erie County,* } ss.:

HENRY M. WATSON, Treasurer, and EDWARD EDWARDS, acting Superintendent of operations of the Buffalo East Side Street Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) H. M. WATSON,  
 EDW. EDWARDS.

Subscribed and sworn to before me, }  
 this 2d day of December, 1878. }

L. T. KIMBALL, *Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	30,000 00
Amount paid in, as by last report.....	28,000 00
Total amount now paid in of capital stock.....	28,000 00
Funded debt, as by last report.....	288,000 00
Total amount now of funded debt.....	295,000 00
Floating debt, as by last report.....	128,971 42
The amount now of floating debt.....	89,455 25
Total amount now of funded and floating debt.....	384,455 25
Average rate, per annum, of interest on funded debt.....	10 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$382,885 13	\$382,666 88
For dummy cars, horses, mules, and harness ...	15,326 04	8,718 00
For cars and sleighs .....	36,710 31	36,710 31
Total cost of road and equipment .....	\$434,921 48	\$428,095 19

## CHARACTERISTICS OF ROAD.

Length of road .....	14.221 miles.
Length of road laid.....	14.221 "
Length of double track, including sidings .....	4 $\frac{1}{4}$ "
Weight of rail, per yard .....	50 pounds.
Number of passenger cars.....	36
Number of horses and mules .....	82

Length of main line of road from Seneca through Exchange, Louisiana, Taylor, Swan, and Jefferson, to Clinton street, from Main to Walden avenue, through Genesee street, from Main to stock yards, via Eagle, Jefferson, and William streets; return, William, Jefferson, Clinton, Michigan, and North Division streets to Main street, from foot of Main street through Ohio and Michigan street to Goodell street. .... 14.221 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars ..... 1,195,676

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers ..... 8 cents.  
For way passengers ..... 6 "

The average time consumed by passenger cars in passing over the road ..... 28 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures ..... \$2,628 49  
Taxes on real estate ..... 1,353 17  
Total cost of maintaining road and real estate ..... \$4,011 66

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence ..... \$600 00  
Officers, clerks, agents, and office expenses ..... 1,945 04  
Conductors, drivers, and engineers on dummy cars ..... 14,029 75  
Repairs of cars and sleighs ..... 478 26  
Repairs of harness, including material and labor ..... 331 80  
Horseshoeing, including material and labor ..... 1,190 63  
Horses and mules ..... 2,340 00  
Stable expenses ..... } 12,667 75  
Feed, grain, hay, etc., including expenses of grinding ..... }  
Fuel, gas, and lights ..... 229 88  
Oil and waste ..... 228 21  
Water tax ..... 60 00  
Damages to persons and property, including medical attendance .... 13 10  
Law expenses ..... 535 47  
Insurance ..... 392 00  
Advertising and printing ..... 509 27  
Contingencies ..... 28 22  
Total expense of operating road, and repairs ..... \$35,579 37

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers ..... \$60,783 57  
Rents ..... \$215 75  
Sale of bonds ..... 7,000 00  
Sale of horses ..... 1,857 00  
9,072 75  
Total receipts ..... \$69,856 32

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs ..... \$39,591 03  
For interest ..... 15,085 41  
Bills payable ..... 11,879 75  
Sundries ..... 1,378 09  
Total payments during the year ..... \$67,934 28



*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

September 29. Edward Crimmage, aged seven years, ran backwards against the horse's hind-quarter, fell down, and was run over by the Michigan street car No. 101, near the Elk street crossing; he died from his injuries on the same day.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

JOSEPH CHURCHYARD.....	Buffalo, N. Y.
ALEXANDER BRUSH.....	Buffalo, N. Y.
STEPHEN REIMANN.....	Buffalo, N. Y.
SAMUEL S. SPAULDING.....	Buffalo, N. Y.
HENRY M. WATSON.....	Buffalo, N. Y.

HENRY M. WATSON..... Treasurer and Secretary.

MARSEN DAVEY..... Engineer.

EDWARD EDWARDS..... Superintendent.

Communications intended for this company should be addressed, HENRY M. WATSON, Secretary, Nos. 11 and 13 Main street, Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) H. M. WATSON, *Treasurer.*  
EDW. EDWARDS, *Superintendent.*

(No. 16.)

#### BUFFALO STREET.

STATE OF NEW YORK, } ss.:  
Erie County, }

STEPHEN V. R. WATSON, President, and EDWARD EDWARDS, acting Superintendent of operations of the Buffalo Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) S. V. R. WATSON,  
EDW'D EDWARDS.

Subscribed and sworn to before me, }  
this 3d day of December, 1878. }

L. T. KIMBALL,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report. ....	100,000 00
Total amount now paid in of capital stock .....	100,000 00
Funded debt, as by last report .....	563,159 40
Total amount now of funded debt. ....	576,044 40
Floating debt, as by last report.....	56,472 71
The amount now of floating debt.....	33,748 09
Total amount now of funded and floating debt. ....	609,792 49
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$341,668 99	\$341,668 99
For land, buildings and fixtures, including land		
damages .....	162,738 14	162,591 83
For dummy cars, horses, mules, and harness ...	24,630 00	28,427 00
For cars and sleighs. ....	63,269 50	63,519 50
Total cost of road and equipment.....	\$592,306 63	\$596,207 32

## CHARACTERISTICS OF ROAD.

Length of road .....	8.81 miles.
Length of road laid.....	8.81 "
Length of double track, including sidings. ....	8.81 "
Weight of rail, per yard .....	50 pounds.
Number of passenger cars .....	60
Number of horses and mules. ....	235
Length of main line of road from Ohio street to Delavan avenue....	3.57 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	3,184,621
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	8 cents.
For through passengers when tickets are purchased.....	6 "
For way passengers.....	6 "
For way passengers when tickets are purchased.....	5 "

The average time consumed by passenger cars in passing over the road.....	45 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$8,209 91
Taxes on real estate.....	2,964 83
Total cost of maintaining road and real estate.....	\$11,174 74

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,200 00
Officers, clerks, agents, and office expenses.....	9,562 50
Conductors, drivers, and engineers on dummy cars.....	26,818 67
Repairs of cars and sleighs.....	10,533 59
Repairs of harness, including material and labor.....	1,302 23
Horseshoeing, including material and labor.....	3,574 78
Horses and mules.....	4,028 15
Stable expenses.....	19,329 10
Feed, grain, hay, etc., including expense of grinding.....	14,024 39
Fuel, gas, and lights.....	1,935 30
Oil and waste.....	196 50
Water tax.....	467 75
Damages to persons and property, including medical attendance....	39 25
Law expenses.....	1,956 48
Insurance.....	1,606 32
Advertising and printing.....	2,114 45
Contingencies.....	3,582 26
Total expense of operating road, and repairs.....	<u>\$102,271 72</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$170,991 75
Rents.....	\$346 31
Sale of bonds.....	13,000 00
Sundries.....	6,000 00
	<u>19,346 31</u>
Total.....	<u>\$190,338 06</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$113,446 46
For interest.....	43,928 64
Rolling stock.....	\$250 00
Horses.....	3,790 00
Bonds and mortgages payable.....	115 00
Bills payable.....	19,780 29
Profit and loss.....	600 00
Harness.....	7 00
	<u>24,542 29</u>
Total payments during the year.....	<u>\$181,917 39</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

STEPHEN V. R. WATSON.....	Buffalo, N. Y.
ELBRIDGE G. SPAULRING.....	Buffalo, N. Y.
SHERMAN S. ROGERS.....	Buffalo, N. Y.
GIBSON T. WILLIAMS.....	Buffalo, N. Y.
PASCAL P. PRATT.....	Buffalo, N. Y.

STEPHEN V. R. WATSON.....	President.
HENRY M. WATSON.....	Treasurer and Secretary.
MARSDEN DAVEY.....	Engineer.
EDWARD EDWARDS.....	Superintendent.

Communications intended for this company should be addressed, HENRY M. WATSON, Secretary, Nos. 11 and 13 Main street, Buffalo, Erie county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) S. V. R. WATSON, *President.*  
EDW'D EDWARDS, *Superintendent.*



(No. 17.)

## BUSHWICK.

STATE OF NEW YORK, } ss.:  
*Kings County,*

WILLIAM H. HUSTED, President, and WILLIAM N. MORRISON, acting Superintendent of operations of the Bushwick Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

WM. H. HUSTED,

WM. N. MORRISON.

Subscribed and sworn to before me, }  
 this 12th day of November, 1878. }

J. G. JENKINS,

*Notary Public, Kings County, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$500,000 00
Amount of stock subscribed.....	309,000 00
Amount paid in, as by last report.....	309,000 00
Total amount now paid in of capital stock.....	309,000 00
Funded debt, as by last report.....	300,000 00
Total amount now of funded debt.....	300,000 00
Floating debt, as by last report.....	937 21
The amount now of floating debt.....	42,781 18
Total amount now of funded and floating debt.....	342,781 18
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$317,091 07	\$378,048 83
For land, buildings and fixtures, including land		
damages.....	74,690 09	74,690 09
For dummy cars, horses, mules, and harness....	124,201 60	148,592 81
For cars and sleighs.....	98,540 22	116,630 22
Total cost of road and equipment.....	\$614,522 98	\$717,961 95

## CHARACTERISTICS OF ROAD.

Length of road.....	11½ miles.
Length of road laid.....	9½ "
Length of double track, including sidings.....	9½ "
Weight of rail, per yard.....	45, 50, & 60 lbs.
Number of dummy cars.....	5
Number of passenger cars.....	80
Number of horses.....	354

Grand street to city line.....	4 miles.
Greenpoint ferry to city line.....	3½ "
South Seventh Street ferry to Fulton avenue.....	3 "
Extension to Cypress Hill Cemetery.....	2 "

Number of passengers (all classes) carried in cars.....	4,355,475
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 and 8 cts.
For way passengers.....	3 and 5 cts.

## AVERAGE TIME CONSUMED IN PASSING OVER THE ROAD.

Bushwick Line.....	39 minutes.
Bushwick Line, Cypress Hill Extension.....	12 "
Greenport Line.....	38 "
Tompkins Avenue Line.....	28 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$8,390 15
Taxes on real estate.....	1,730 56
Total cost of maintaining road and real estate.....	\$10,120 71

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$3,960 23
Officers, clerks, agents, and office expenses.....	7,983 02
Conductors, drivers, and engineers on dummy cars.....	60,057 26
Watchmen, starters, switchmen, roadmen, etc.....	12,353 91
Repairs of dummy cars.....	548 00
Repairs of cars and wagons.....	7,760 45
Repairs of harness, including material and labor.....	1,130 93
Horseshoeing, including material and labor.....	4,261 13
Horses.....	6,760 00
Stable expenses.....	12,104 08
Feed, grain, hay, etc., including expense of grinding.....	26,718 48
Fuel, gas, and lights.....	1,821 65
Oil and waste.....	345 06
Water tax.....	750 56
Damages to persons and property, including medical attendance.....	214 03
Law expenses.....	1,300 57
Rents, including use of other roads, ferries, etc.....	4,354 70
Insurance.....	1,246 71
Advertising and printing.....	185 00
Assessment for street improvement.....	893 75
Removing snow and ice.....	660 53
Contingencies.....	4,875 10

Total expense of operating road, and repairs.....	\$159,784 55
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## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$217,773 75
Manure and old iron.....	1,423 26
Sale of horses.....	837 00
Total receipts.....	\$220,034 01

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$169,905 26
For interest.....	22,731 32
For dividends on stock—amount and rate per cent, 2½ per cent semi-annually.....	15,450 00
For license.....	720 00
Total payments during the year.....	\$208,806 58

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
October 1877. 27.....	....	1	....	....	....	....	....	1
July 1878. 29.....	....	....	....	....	....	1	....	1
September 15.....	....	1	....	....	....	....	....	1
Total.....	....	2	....	....	....	1	....	3

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

October 27. Owen McKean was injured by jumping from the platform of a car on the Bushwick line; his side and leg were slightly bruised.

July 29. Ambrose Sweeney, a boy about six years old, while playing around a car on the Tompkins avenue line fell in front of the wheel; one foot was severely injured.

September 15. N. Conklin, Jr., was bruised in the head while riding upon the platform of an open car; he leaned outward and came in contact with a passing vehicle.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

WILLIAM H. HUSTED .....	Brooklyn.
FREDERICK CROMWELL.....	Brooklyn.
ARCH. M. BLISS.....	Brooklyn.
AUGUSTUS IVINS .....	Brooklyn.
CHARLES W. GODARD.....	Brooklyn.
JOHN CASHOW .....	Brooklyn.
WM. H. MALE .....	Brooklyn.
WM. M. IVINS .....	Brooklyn.
S. L. HUSTED, Jr .....	Brooklyn.

WM. H. HUSTED.....	President.
AUGUSTUS IVINS.....	Treasurer.
S. D. HALLOWELL.....	Secretary.
WM. N. MORRISON.....	Superintendent.

Communications intended for this company should be addressed, Bushwick Railroad Company, No. 22 Broadway, Brooklyn, E. D., Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) WM. H. HUSTED, *President.*  
WM. N. MORRISON, *Superintendent.*



(No. 18.)

## CENTRAL CITY.

STATE OF NEW YORK, }  
*Onondaga County,* } ss.:

JAMES M. ELLIS, President, and SANFORD D. EVANS, acting Superintendent of operations of the Central City Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

JAMES M. ELLIS,  
 SANFORD D. EVANS.

Subscribed and sworn to before me, }  
 this 18th day of October, 1878. }

JONATHAN C. CHASE,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$50,000 00
Amount of stock subscribed .....	50,000 00
Amount paid in, as by last report .....	21,130 00
Total amount now paid in of capital stock .....	21,130 00
Funded debt, as by last report .....	6,000 00
Total amount now of funded debt .....	6,000 00
Total amount now of funded and floating debt .....	6,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$20,000 00	\$20,000 00
For land, buildings and fixtures, including land damages .....	2,000 00	2,000 00
For horses, mules, and harness .....	2,943 41	2,943 41
For cars and sleighs .....	4,530 00	4,530 00
Total cost of road and equipment .....	\$29,473 41	\$29,473 41

## CHARACTERISTICS OF ROAD.

Length of road .....	1½ miles.
Length of road laid .....	1½ "
Length of double track, including sidings .....	600 feet.
Weight of rail, per yard .....	45 pounds.
Number of passenger cars .....	6
Number of horses and mules .....	23
Length of main line of road from Syracuse to Salina .....	1½ miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	320,286
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	2, 4, and 5 cts.
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The average time consumed by passenger cars in passing over the road .....	18 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$897 99
Taxes on real estate .....	909 63
Total cost of maintaining road and real estate .....	\$1,807 62

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$900 00
Officers, clerks, agents, and office expenses .....	200 00
Conductors, drivers, and engineers on dummy cars .....	2,600 00
Repairs of cars and sleighs .....	426 12
Horseshoeing, including material and labor .....	723 90
Stable expenses .....	900 00
Feed, grain, hay, etc., including expense of grinding .....	2,003 87
Insurance .....	147 12
Contingencies .....	620 36
Total expense of operating road, and repairs .....	\$8,521 37

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$15,116 86
Horses .....	\$127 91
Manure .....	188 18
	316 09
Total receipts .....	\$15,432 95

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$10,328 99
For interest .....	420 00
For dividends on stock—amount and rate per cent, 8 per cent...	4,000 00
Total payments during the year .....	\$14,748 99

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

JAMES M. ELLIS .....	Syracuse, N. Y.
JOEL THAYER .....	Skaneateles, N. Y.
DANIEL PRATT .....	Syracuse, N. Y.
T. B. FITCH .....	Syracuse, N. Y.
DANIEL PRATT, Jr. ....	Syracuse, N. Y.

JAMES M. ELLIS .....	President.
T. B. FITCH .....	Treasurer.
J. C. CHASE .....	Secretary.
SANFORD D. EVANS .....	Superintendent.

Communications intended for this company should be addressed, Central City Railway Company, Mechanics' Bank, Syracuse, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

JAMES M. ELLIS, *President.*

SANFORD D. EVANS, *Superintendent.*

(No. 19.)

### CENTRAL CROSSTOWN.

STATE OF NEW YORK, }  
New York County, } ss.:

J. B. SLAWSON, President, and D. DILLENBECK, Secretary of the Central Crosstown Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

J. B. SLAWSON.

(Signed)

D. DILLENBECK.

Subscribed and sworn to before me, }  
this 12th day of December, 1878. }

EDWARD C. EVANS,

*Notary Public, New York County.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$600,000 00
Amount of stock subscribed .....	600,000 00
Amount paid in, as by last report. ....	600,000 00
Total amount now paid in of capital stock. ....	600,000 00
Funded debt, as by last report. ....	240,000 00
Total amount now of funded debt. ....	240,000 00
Floating debt, as by last report ....	13,364 13
The amount now of floating debt. ....	3,535 31
Total amount now of funded and floating debt. ....	243,535 31
Average rate, per annum, of interest on funded debt .....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$579,616 32	\$579,616 32
For land, buildings and fixtures, including land		
damages .....	181,629 81	181,629 81
For dummy cars, horses, mules, and harness ...	38,650 50	38,650 50
For cars and sleighs .....	40,103 37	40,103 37
Total cost of road and equipment .....	\$840,000 00	\$840,000 00



## CHARACTERISTICS OF ROAD.

Length of road .....	2.40 miles.
Length of road laid .....	2.40 "
Length of double track, including sidings .....	2.53 "
Weight of rail, per yard .....	52 pounds.
Number of passenger cars .....	32
Number of horses and mules .....	150
Length of main line of road from Twenty-third street, East river, to Christopher street ferry .....	2.40 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. ....	2,356,876
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 cents.
For way passengers .....	5 "

The average time consumed by passenger cars in passing over the road .....	27 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$3,834 84
Taxes on real estate .....	1,152 75
Total cost of maintaining road and real estate .....	\$4,987 59

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses .....	\$4,596 98
Conductors, drivers, and engineers on dummy cars .....	19,671 69
Watchmen, starters, switchmen, roadmen, etc. ....	4,433 21
Repairs of cars and sleighs .....	5,382 92
Repairs of harness, including material and labor .....	1,068 66
Horseshoeing, including material and labor .....	2,866 53
Horses and mules .....	3,428 00
Stable expenses .....	9,165 29
Feed, grain, hay, etc., including expense of grinding .....	13,978 15
Fuel, gas, and lights .....	714 75
Oil and waste .....	436 47
Water tax .....	259 55
Damages to persons and property, including medical attendance .....	85 13
Law expenses .....	5 75
Rents, including use of other roads, ferries, etc .....	900 00
Insurance .....	540 00
Advertising and printing .....	830 55
Contingencies .....	8,463 91
Total expense of operating road and repairs .....	\$76,827 55

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$117,843 83
Advertising .....	\$50 00
Bed and room .....	921 96
Manure .....	425 00
Old iron .....	59 81
	1,456 77
Total receipts .....	\$119,300 60

## RAILROAD REPORT.

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## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$81,815 14
For interest .....	17,578 62
Total payments during the year .....	<u>\$99,391 76</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 4. ....	....	....	....	....	....	1	....	1
1878.								
January 31. ....	....	....	....	....	....	1	....	1
March 20. ....	....	....	....	....	1	....	1	....
April 23. ....	....	....	....	....	1	....	1	....
June 3. ....	....	....	....	....	....	1	....	1
Totals .....	....	....	....	....	2	3	2	3

*The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

December 4. Isaac Hermann, aged about 49 years, running across Broadway at Fifteenth street, slipped and fell against car No. 19, then on to the pavement, hurting his knees; driver blameless.

1878.

January 31. J. Richard Jordan, aged about 55 years, while working for company, clearing track of snow on West street, slipped under the horses attached to car No. 21; slightly bruised; driver blameless.

March 24. Edwin Booth Thompson, aged 7 years, while playing on Seventeenth street, near Third avenue, jumped sideways under the horses' hind legs; the front wheel of car No. 5, when stopped, rested on one of the boy's legs; he died a few days after from shock; coroner's jury exonerated the driver from all blame.

April 23. Bernard J. Donnelly, aged 38 years, drunk, on West street, staggered under the horse attached to car No. 6, which passed over him; he died in a few hours; coroner's jury exonerated driver from all blame.

June 3. Patrick Cosgrove, aged about 47 years, drunk, while digging between tracks on West Eleventh street, claimed to have been struck by car No. 9; side bruised; driver blameless.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

J. B. SLAWSON .....	New York City.
ADDISON CAMMACK .....	New York City.
J. L. MACAULAY .....	New York City.
J. C. CARY .....	New York City.
CHARLES J. OSBORN .....	New York City.
R. S. ELLIOTT.....	New York City.
Z. C. DEAS.....	New York City.
H. A. NELSON .....	New York City.
G. S. HAET.....	New York City.
R. N. HAZARD .....	New York City.
A. J. MACAULAY.....	New York City.
J. B. SLAWSON .....	President.
A. CAMMACK.....	Vice-President.
J. L. MACAULAY.....	Treasurer.
D. DILLENBECK .....	Secretary.

Communications intended for this company should be addressed, Central Crosstown Railroad Company, No. 365 Avenue A, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. B. SLAWSON, *President.*  
D. DILLENBECK, *Secretary.*

(No. 20.)

## CENTRAL PARK, NORTH AND EAST RIVER.

STATE OF NEW YORK, }  
New York County, } ss.:

JOHNSON L. VALENTINE, Treasurer, and E. W. HINDES, acting Superintendent of operations of the Central Park, North and East River Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHNSON L. VALENTINE,  
E. W. HINDES.

Subscribed and sworn to before me, }  
this 13th day of November, 1878. }

C. DENSMORE WYMAN,  
*Notary Public, New York.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,800,000 00
Amount of stock subscribed .....	1,800,000 00
Amount paid in, as by last report .....	1,683,000 00



## RAILROAD REPORT.

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Total amount now paid in of capital stock .....	\$1,800,000 00
Funded debt, as by last report .....	1,200,000 00
Total amount now of funded debt .....	1,213,000 00
Floating debt, as by last report .....	5,279 57
The amount now of floating debt .....	6,156 87
Total amount now of funded and floating debt. ....	1,219,156 87
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages .....	\$1,164,000 00	\$1,164,000 00
For dummy cars, horses, mules, and harness ...	464,500 00	480,000 00
For cars and sleighs .....	220,500 00	220,500 00
	190,000 00	190,000 00
Total cost of road and equipment .....	\$2,039,000 00	\$2,054,500 00

## CHARACTERISTICS OF ROAD.

Length of road .....	13 miles.
Length of road laid .....	13 "
Length of double track, including sidings .....	13 "
Weight of rail, per yard. ....	62 pounds.
Number of passenger cars .....	132
Number of horses and mules. ....	1,169
Length of main line of road from Fifty-ninth street, east and west, to South ferry. ....	13 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. ....	13,869,694
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## THE RATE OF FARE FOR PASSENGERS, CHARGED AS FOLLOWS:

For through passengers .....	5 cents.
For way passengers .....	5 "

## THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

Tenth avenue, East Fifty-ninth street, and First avenue to South ferry .....	1 hr. 30 min.
Tenth avenue and West street to South ferry. ....	54 "
Total .....	2 hr. 24 min.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$27,993 33
Taxes on real estate. ....	6,694 98
Total cost of maintaining road and real estate. ....	\$34,688 31

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$3,258 33
Officers, clerks, agents, and office expenses.....	28,133 89
Conductors, drivers, and engineers on dummy cars.....	163,168 35
Watchmen, starters, switchmen, roadmen, etc.....	25,333 09
Repairs of cars and sleighs.....	20,933 14
Repairs of harness, including material and labor.....	3,079 73
Horseshoeing, including material and labor.....	14,691 44
Horses and mules.....	28,345 00
Stable expenses.....	53,565 24
Feed, grain, hay, etc., including expense of grinding.....	81,649 99
Fuel, gas, and lights.....	3,900 49
Oil and waste.....	304 75
Water tax.....	955 85
Damages to persons and property, including medical attendance....	1,732 90
Law expenses.....	280 44
Rents, including use of other roads, ferries, etc.....	6,375 00
Insurance.....	3,295 32
Advertising and printing.....	978 18
Contingencies.....	5,953 15
Total expense of operating road, and repairs.....	<u>\$440,922 28</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$691,973 04
Horses sold.....	\$4,737 50
Manure.....	2,107 34
Iron, wood, etc.....	3,123 03
Rents.....	4,516 16
Loans.....	55,000 00
Interest.....	10,770 62
Advertising.....	68 20
Miscellaneous.....	4,268 91
	<u>84,586 76</u>
Total receipts.....	<u>\$776,559 80</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$475,617 59
For interest.....	84,751 79
For dividends on stock—amount and rate per cent, 6 per cent...	102,363 30
Sinking fund.....	51,853 42
Loans paid.....	55,000 00
Real estate.....	2,500 00
Total payments during the year.....	<u>\$772,086 10</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 4.....	....	....	....	....	1	....	1	....
1878.								
February 14.....	....	....	....	....	....	1	....	1
May 9.....	....	2	....	....	....	....	....	2
May 13.....	....	....	....	....	....	1	....	1
June 15.....	....	....	....	....	1	....	1	....
July 16.....	....	1	....	....	....	....	....	1
July 25.....	....	....	....	....	....	1	....	1
August 9.....	....	....	....	1	....	....	....	1
September 22.....	....	1	....	....	....	....	....	1
September 30.....	....	1	....	....	....	....	....	1
Totals .....	....	5	....	1	2	3	2	9

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

## 1877.

December 4. John Farely, aged seven, ran against traces of car, fell down, was run over and sustained injuries from which he died.

## 1878.

February 14. Abram Van Raaltie, while assisting to get car on track, Roosevelt street, was squeezed between car and a truck and had right arm broken.

May 9. Mary Simermeyer and Bridget Foley, passengers in a car which was run into and broken by a freight car while crossing tracks of New York Central and Hudson River Railroad, at Thirtieth street, received slight injuries.

May 13. Walter Kane, aged six, was swinging to fender of car when he fell and one leg was run over by hind wheel; leg has since been amputated.

June 15. Adolph Leopold, aged five, ran against team attached to car, was knocked down, run over by car and killed instantly. Coroner's verdict, "accidental death."

July 16. James Whelan, intoxicated passenger, assaulted conductor on front platform; both fell from car, and Whelan's leg was injured.

July 25. Mary Anne Butler, aged four, fell between horses; had hand injured, necessitating amputation of fingers.

August 9. Bernard Lynch, employe, had foot injured by car in car house.

September 22. Henry Geiger jumped backwards from car, fell, and injured leg.

September 30. Louis Mental, intoxicated, fell from car in First avenue and sustained slight injuries to forehead and arm.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ABIJAH CURTIS.....	Yonkers, N. Y.
G. HILTON SCRIBNER.....	Yonkers, N. Y.
BENJAMIN H. HUTTON.....	New York City.
HENRY DE COPPET.....	New York City.
FRANK CURTISS.....	New York City.
JOHN T. TERRY.....	Irvington, N. Y.
EDWARD WESTON.....	Yonkers, N. Y.
HENRY W. SMITH.....	New York City.
DAVID DOWS.....	New York City.
THURLOW WEED.....	New York City.
FREDERICK DE BILLIME.....	Yonkers, N. Y.
HEBER R. BISHOP.....	Irvington, N. Y.
AUGUSTUS L. BROWN.....	New York City.

ABIJAH CURTIS.....	President, Yonkers, N. Y.
J. L. VALENTINE.....	Treasurer, New York City.
C. DENSMORE WYMAN.....	Secretary, New York City.
E. W. HINDES.....	Superintendent, New York City.

Communications intended for this company should be addressed, Central Park, North and East River Railroad Company, Tenth avenue, between Fifty-third and Fifty-fourth streets, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) J. L. VALENTINE, *Treasurer.*  
E. W. HINDES, *Superintendent.*

(No. 21.)

## CHRISTOPHER AND TENTH STREET.

STATE OF NEW YORK, }  
New York County, } ss.:

GEORGE C. SHARP, Manager for the President of the Christopher and Tenth Street Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE C. SHARP.

Subscribed and sworn to before me, }  
this 13th day of December, 1878. }

ISAAC L. GENSLER,  
*Notary Public, New York County.*

## RAILROAD REPORT.

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## STOCK AND DEBTS.

Capital stock, as by charter .....	\$650,000 00
Amount of stock subscribed .....	650,000 00
Amount paid in, as by last report .....	650,000 00
Total amount now paid in of capital stock .....	650,000 00
Floating debt, as by last report .....	27,651 43
The amount now of floating debt .....	55,850 72
Total amount now of funded and floating debt .....	55,850 72

## COST OF ROAD AND EQUIPMENT.

Purchased complete for \$650,000, subject to mortgage on depot property .....	\$68,500
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## CHARACTERISTICS OF ROAD.

Length of road .....	3 miles.
Length of road laid .....	3 "
Length of track, including sidings .....	3 "
Weight of rail per yard .....	45 pounds.
Number of passenger cars .....	40
Number of horses and mules .....	242

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	2,074,323
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 cents.
For way passengers .....	5 "

The average time consumed by passenger cars in passing over the road .....	25 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$4,167 16
Taxes on real estate .....	4,285 28
Total cost of maintaining road and real estate .....	\$8,452 44

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$5,000 00
Officers, clerks, agents, and office expenses .....	5,697 09
Conductors, drivers, watchmen, starters, switchmen, roadmen, etc. .	21,113 25
Repairs of cars .....	4,362 66
Repairs of harness, including material and labor .....	1,432 67
Horseshoeing, including material and labor .....	3,117 19
Horses and mules .....	9,360 00
Stable expenses .....	9,174 43
Feed, grain, hay, etc., including expense of grinding .....	16,287 30
Fuel, gas, and lights .....	1,648 81
Oil and waste .....	
Water tax .....	133 40
Damages to persons and property, including medical attendance .....	1,884 00
Law expenses .....	369 27
Rents, including use of other roads, ferries, etc .....	200 00
Insurance .....	1,173 60
Advertising and printing .....	848 15
Removing snow and ice .....	410 00
Passenger registers .....	650 00
Total expense of operating road, and repairs .....	\$82,861 82

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$103,716 15
Sale of wood .....	\$12 07
Sale of horses .....	1,413 50
Sale of old shoes .....	50 01
Sale of old rails .....	113 77
Sale of manure .....	427 00
	<hr/>
	2,016 35
Total receipts .....	<hr/> \$105,732 50 <hr/>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$91,314 26
For interest .....	7,892 86
Detective service .....	118 25
	<hr/>
Total payments during the year .....	<hr/> \$99,325 37 <hr/>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
January 12.....	....	....	....	....	....	1	....	1
May 2.....	....	....	....	....	1	....	1	....
Totals.....	....	....	....	....	1	1	1	1

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

January 12. Frank Rachy, nine years old, of 113 Christopher street, started to cross the street in front of car No. 7, and, in so doing, was knocked down by the horse, and lay lengthwise of the track, which allowed the car to pass over him without any injury.

May 2. Louisa Wichner, five years old, while crossing First avenue and Eighth street, having her sister Mary, two and one-half years old, in her arms, was frightened by the approach of car No. 15, going east, and suddenly dropped her sister Mary on the track and ran away, and before the car could be stopped it ran over her arm and leg, from which she died. Coroner's jury fully exonerated the company and driver from all blame.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JACOB SHARP .....	New York.
LEWIS MAY .....	New York.
ISAAC HENDRIX .....	New York.
DAVID JAMES KING .....	New York.
EUGENE S. BALLIN .....	New York.
THURLOW WEED .....	New York.
HENDERSON MOORE .....	New York.
JOHN R. FLANAGAN .....	New York.
BENJAMIN RUSSAK. ....	New York.
JOHN DOUNEY. ....	New York.
S. B. H. VANCE .....	New York.
M. M. WHITE .....	New York.
JULIUS J. LYONS .....	New York.

JACOB SHARP ..... President.

LEWIS MAY ..... Treasurer.

GEORGE W. LINCX ..... Secretary.

GEORGE C. SHARP ..... Manager for the President.

Communications intended for this company should be addressed, Christopher and Tenth Street Railroad Company, No. 168 Christopher street, New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEO. C. SHARP, *Manager for the President.*

(No. 22.)

## CITY OF POUGHKEEPSIE.

STATE OF NEW YORK, }  
*Dutchess County,* } ss.:

AARON INNIS, President, and MARK H. HITCHCOCK, acting Superintendent of operations of the City Railroad Company of Poughkeepsie, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) AARON INNIS,  
 MARK H. HITCHCOCK.

Subscribed and sworn to before me, }  
 this 18th day of November, 1878. }

N. H. CHAMPLIN,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$85,000 00
Amount of stock subscribed .....	79,519 17

Total amount now paid in of capital stock .....	\$72,582 86
Total amount now of funded debt. ....	16,000 00
Total amount now of funded and floating debt. ....	16,000 00
Average rate, per annum, of interest on funded debt. ....	7 per cent.

The City Railroad Company of Poughkeepsie was formed in place of the Poughkeepsie City Railroad Company, which was foreclosed on the 12th day of August, 1876, and purchased by the bondholders and creditors of the old company for the amount of their claims, being \$79,519.17. On receiving the stock, each subscriber pays a percentage. As will be seen by the report, there has been taken \$72,582.86. The difference—\$6,936.31—is, by the terms of the organization of the new company, to be forfeited by the holders if they do not pay their percentage within the specified time, not yet expired. Therefore the cost of the road to the present company is now \$72,582.86; funded debt, \$16,000; total, \$88,582.86.

The present company took possession of the road on the 22d day of October, 1877.

#### COST OF ROAD AND EQUIPMENT.

For road-bed and superstructure, including iron. ....	} \$88,582 86
For land, buildings and fixtures, including land damages. ....	
For dummy cars, horses, mules, and harness. ....	
For cars and sleighs .....	

#### CHARACTERISTICS OF ROAD.

Length of road .....	7½ miles.
Length of road laid .....	4    "
Length of double track, including sidings .....	1    "
Weight of rail, per yard .....	28 and 35 lbs.
Number of passenger cars .....	9
Number of freight cars .....	3
Number of horses and mules .....	40
Length of main line of road laid from Vassar College to Hudson river, .....	3 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	150,689
Number of tons, of 2,000 pounds, of freight carried in cars, about ..	37

#### THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	10 cents.
For way passengers .....	6¼ to 10    "

The average time consumed by passenger cars in passing over the road .....	36 minutes.
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#### EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures. ....	\$391 94
Taxes on real estate .....	304 90
Total cost of maintaining road and real estate .....	\$696 84

## RAILROAD REPORT.

699

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,288 80
Officers, clerks, agents, and office expenses .....	305 96
Conductors, drivers, and engineers on dummy cars .....	2,004 23
Watchmen, starters, switchmen, roadmen, etc .....	1,110 77
Repairs of cars and sleighs .....	125 56
Repairs of harness, including material and labor.....	70 91
Horseshoeing, including material and labor.....	683 61
Horses and mules.....	528 85
Stable expenses.....	1,427 45
Feed, grain, hay, etc., including expense of grinding .....	2,297 57
Fuel, gas, and lights .....	95 57
Water tax.....	56 76
Damages to persons and property, including medical attendance ....	23 00
Insurance.....	182 36
Advertising and printing.....	10 35
Contingencies .....	303 74
Total expense of operating road, and repairs .....	<u>\$10,515 49</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$12,726 47
From freight .....	312 90
Board of horses .....	\$10 20
Horse hire .....	48 00
Sale of horses .....	632 50
Sale of manure.....	50 50
Vassar College messenger.....	199 64
Advertising .....	7 50
Sundries.....	17 75
Real estate.....	48 00
Receiver's account.....	1,521 07
Stock .....	545 26
	<u>3,080 42</u>
Total receipts.....	<u>\$16,119 79</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$11,212 33
For interest .....	562 22
Real estate .....	\$297 73
Receiver's account .....	1,970 02
	<u>2,267 75</u>
Total payments during the year .....	<u>\$14,042 30</u>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

July 8. Daniel White was, by his own carelessness, kicked severely, unfitting him for labor for eight weeks. Is now in the employ of this company as car driver.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

AARON INNIS .....	Poughkeepsie.
EDWARD STORM .....	Poughkeepsie.
ISAAC W. WHITE .....	New York.
A. B. SMITH .....	Poughkeepsie.
H. A. NELSON .....	Poughkeepsie.
JOHN I. PLATT .....	Poughkeepsie.
JOHN P. H. TALLMAN .....	Poughkeepsie.
HUDSON TAYLOR .....	Poughkeepsie.
ROBERT W. FROST .....	Poughkeepsie.

AARON INNIS .....	President, Poughkeepsie.
JOHN I. PLATT .....	Treasurer, Poughkeepsie.
A. B. SMITH .....	Secretary, Poughkeepsie.
MARK H. HITCHCOCK .....	Superintendent, Poughkeepsie.

Communications intended for this company should be addressed, MARK H. HITCHCOCK, Poughkeepsie, Dutchess county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) AARON INNIS, *President.*  
MARK H. HITCHCOCK, *Superintendent.*

(No. 23.)

## CONEY ISLAND AND BROOKLYN.

STATE OF NEW YORK, }  
County, } *ss. :*

ED. F. DRAYTON, Treasurer and Secretary, and JOHN L. HOAGLAND, acting Superintendent of operations of the Coney Island and Brooklyn Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ED. F. DRAYTON,  
J. L. HOAGLAND.

Subscribed and sworn to before me, }  
this 25th day of November, 1878. }

IRA A. KIMBALL,  
*Notary Public, Kings County.*

## RAILROAD REPORT.

701

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$500,000 00
Amount of stock subscribed .....	500,000 00
Amount paid in, as by last report. ....	500,000 00
Total amount now paid in of capital stock .....	500,000 00
Funded debt, as by last report. ....	303,000 00
Total amount now of funded debt .....	289,000 00
Floating debt, as by last report .....	19,262 86
*The amount now of floating debt .....	2,108 83
Total amount now of funded and floating debt .....	291,108 83
Average rate, per annum, of interest on funded debt. ....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment .....	\$713,759 04	\$713,759 04

## CHARACTERISTICS OF ROAD.

Length of road .....	10.40 miles.
Length of road laid .....	10.40 "
Length of double track, including sidings .....	4.68 "
Number of passenger cars .....	64
Number of horses and mules, average .....	258

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. ....	3,526 037
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

† For through passengers .....	15 cents.
For way passengers. ....	Proportionate.

The average time consumed by passenger cars in passing over the road .....	1 h. 45 min.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$9,657 38
Taxes on real estate .....	1,330 78
Total cost of maintaining road and real estate. ....	\$10,988 16

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses .....	\$5,170 23
Conductors, drivers, and engineers on dummy cars .....	45,478 84
Watchmen, starters, switchmen, roadmen, etc. ....	9,512 41
Repairs of cars and sleighs .....	8,264 58
Repairs of harness, including material and labor. ....	1,489 32
Horseshoeing, including material and labor. ....	4,180 03
Horses and mules .....	8,507 25
Stable expenses .....	12,130 42
Feed, grain, hay, etc., including expenses of grinding .....	26,575 22
Fuel, gas, and lights .....	1,339 91
Oil and waste .....	252 85

\* In litigation.

† Reduced in July, 1878, to above rate.

Water tax .....	\$231 74
Damages to persons and property, including medical attendance....	705 00
Law expenses .....	173 75
Rents, including use of other roads, ferries, etc. ....	295 00
Insurance .....	1,412 43
Advertising and printing.....	583 92
Contingencies .....	2,473 69
Total expenses of operating road, and repairs.....	<u>\$128,776 59</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$177,758 74
From freight.....	4,895 97
Manure sales .....	\$1,527 50
Iron castings, supplies of feed, lumber, shoes, etc., .....	1,269 62
Horse sales.....	735 00
Rent, track, and buildings.....	1,227 68
Trustees' fund account of redemption of bonds ....	13,930 91
	<u>18,690 71</u>
Total receipts .....	<u>\$201,345 42</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$139,764 75
For interest .....	21,020 62
Redemption of bonds .....	\$14,000 00
Old claims .....	18,906 90
Incident to steam project .....	1,793 92
	<u>34,700 82</u>
Total payments during the year .....	<u>\$195,486 19</u>

## ACCIDENTS.

DATE.		PASSENGER.		EMPLOYEES.		OTHERS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.									
November 15 .....		....	1	....	....	....	....	....	1
1878.									
April 10 .....		....	....	....	....	....	1	....	1
May 1 .....		....	....	....	....	....	1	....	1
July .....		....	....	....	....	....	1	....	1
Total .....		....	1	....	....	....	3	....	4

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

November 15. John Hogan, adult, was injured by being crushed under a car wheel, from which he suffered amputation of a leg; recovered.



1878.

April 10. Alfred Sweeney, a small boy, while playing at night with his companions, jumped off and on a car while in motion, and fell or was thrown under the car, receiving severe injuries; recovered.

May 1. A little girl, Alice Marcella, was said to have received a fracture of one of her arms under similar circumstances to those in the case of Alfred Sweeney; recovered.

July. In September, 1878, claims of a vague character were made upon this company by Mrs. Maria F. Clark, an adult, for injuries received in July of same year, by falling upon a platform used as a depot stand at Cove Island. It was alleged that a fracture of the wrist and severe internal damages were received, from which the claimant ultimately recovered.

In all the above cases, no charge of carelessness was brought against any person in the employment of the company, nor were such employees discharged from service by reason of said accidents.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

CHARLES J. LOWRY .....	Brooklyn.
SAMUEL BURHANS, JR. ....	New York.
E. J. DENNISON .....	New York.
SAMUEL McLEAN .....	Brooklyn.
JOHN A. BUCKINGHAM .....	Brooklyn.
WILLIAM C. KINGSLEY .....	Brooklyn.
E. C. BOBERT .....	New York.
WILLIAM H. GUION .....	New York.
EDGAR M. CULLEN .....	Brooklyn.
GEORGE E. NICHOLS .....	Brooklyn.
FRANK WOODRUFF .....	Brooklyn.
WILLIAM JOHNSTON .....	Brooklyn.
EDWARD D. PETERS .....	Boston.

SAMUEL BURHANS, JR. .... President, New York.

EDWARD F. DRAYTON..... Treasurer and Secretary, Brooklyn.

JOHN S. HOAGLAND ..... Superintendent, Brooklyn.

Communications intended for this company should be addressed, Fifteenth street and City Line, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed)

ED. F. DRAYTON, *Treasurer.*

J. S. HOAGLAND, *Superintendent.*

(No. 24.)

## DRY DOCK, EAST BROADWAY AND BATTERY.

STATE OF NEW YORK, }  
*New York County,* } ss.:

WM. WHITE, President, and ARCHIBALD HANCE, acting Superintendent of operations of the Dry Dock, East Broadway and Battery Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. WHITE,  
 ARCHIBALD HANCE.

Subscribed and sworn to before me, }  
 this 16th day of November, 1878. }

THOMAS W. FRANCIS,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,200,000 00
Amount of stock subscribed.....	1,200,000 00
Amount paid in, as by last report.....	1,200,000 00
Total amount now paid in of capital stock .....	1,200,000 00
Funded debt, as by last report .....	915,000 00
Total amount now of funded debt .....	915,000 00
Total amount now of funded and floating debt.....	915,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$351,049 25	\$351,049 25
For land, buildings and fixtures, including land		
damages .....	584,125 63	618,125 63
For horses and harness.....	150,850 00	146,850 00
For cars and wagons.....	129,000 00	129,000 00
Total cost of road and equipment .....	\$1,215,024 88	\$1,245,024 88

## CHARACTERISTICS OF ROAD.

Length of road.....	25 miles.
Length of road laid.....	11.25 "
Weight of rail, per yard.....	52 to 62 lbs.
Number of passenger cars .....	123
Number of horses .....	898

## RAILROAD REPORT.

705

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. ....	13,775,890
The rate of fare for passengers charged. ....	5 cents.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures. ....	\$32,609 45
*Taxes on real estate. ....	18,053 13
Total cost of maintaining the road and real estate. ....	\$50,662 58

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses. ....	\$26,028 56
Conductors, drivers, watchmen, starters, switchmen, roadmen, etc. ....	133,944 73
Repairs of engine, boiler, machinery, etc. ....	1,133 71
Repairs of cars. ....	21,914 01
Repairs of harness, including material and labor. ....	2,924 44
Horseshoeing, including material and labor. ....	12,350 64
Horses. ....	24,617 50
Stable expenses. ....	48,419 57
Feed, grain, hay, etc., including expenses of grinding. ....	70,627 06
Fuel, gas, and lights. ....	3,116 00
Oil and waste. ....	783 05
Water tax. ....	790 60
Damages to persons and property, including medical attendance. ....	4,276 24
Law expenses. ....	3,417 13
Rents, including use of other roads, ferries, etc. ....	8,097 85
Insurance. ....	3,824 90
Advertising and printing. ....	506 92
Removing snow and ice. ....	728 35
Miscellaneous. ....	2,763 93
Total expense of operating road, and repairs. ....	\$370,265 19

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers. ....	\$688,974 54
Manure. ....	\$2,353 75
Wood from bales. ....	422 20
Rent. ....	8,210 00
Advertising. ....	1,323 64
Insurance, etc., on depot burned. ....	98,253 63
	110,563 22
Total receipts. ....	\$799,537 76

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs. ....	\$420,927 77
For interest. ....	66,496 84
For dividends on stock—amount and rate per cent, 2 per cent quarterly. ....	96,000 00
Rebuilding depot. ....	130,226 48
Investment U. S. government bonds. ....	95,000 00
Total payments during the year. ....	\$808,651 09

\* Taxes for 1878 not paid until October 14 and 29, 1878.



## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
December 13.....	....	....	....	....	....	1	....	1
December 18.....	....	1	....	....	....	....	....	1
December 20.....	....	....	....	....	....	1	1	....
December 26.....	....	....	1	....	....	1	....	1
1878.								
March 30.....	....	....	....	....	1	....	1	....
May 1.....	....	....	....	....	....	1	....	1
May 26.....	....	....	....	....	....	1	....	1
Total.....	....	1	1	....	1	4	2	5

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

## 1877.

December 13. Cornelius Desmond, 75 years old, very deaf, crossing track knocked down, and left leg lacerated ; recovered.

December 18. John Sickenger, riding on front platform, jumped from car while in motion, to get his hat, which had fallen off ; right leg broken above ankle ; recovered.

December 20. Cornelius Brady, 60 years old, caught between Avenue D and Bleecker street cars, while watering horses ; died.

December 26. John Murphy, 16 years old, ran around one car into the horses of another car passing at the time ; knocked down and left arm crushed ; recovered.

## 1878.

March 30. Jennie Singer, two years old, in the streets unguarded ; knocked down by car ; died.

May 1. A. Izzo, seven years old, boot-black, while playing with other boys, ran against car and injured ; recovered.

May 26. Jos. Hollander, while engaged in greasing a wagon, was struck by car ; right leg fractured ; recovered.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WM. WHITE .....	White Plains, N. Y.
THURLOW WEED .....	New York City.
CHAS. CURTISS .....	New York City.
EDWIN B. MORGAN .....	Aurora, N. Y.
GEO. G. LAKE .....	New York City.
CHAS. A. HOTCHKISS .....	Bridgeport, Conn.
WM. RICHARDSON .....	Brooklyn, N. Y.
ERASTUS C. BENEDICT .....	New York City.
RICHARD KELLY .....	New York City.
ISAAC MEHRBACH .....	New York City.
JOHN H. WAYDELL .....	New York City.
ELLIOT SMITH .....	New York City.
JOHN M. SRIENER, JR. ....	New York City.

WM. WHITE. .... President.

RICHARD KELLY .....

Treasurer and Secretary.

A. HANCE .....

Superintendent.

Communications intended for this company should be addressed, WM. WHITE, President, No. 605 Grand street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. WHITE, *President.*

ARCHIBALD HANCE, *Supt.*

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(No. 25.)

**DUNKIRK AND FREDONIA.**

LESSOR.

STATE OF NEW YORK, }  
*Chautauqua County,* } ss.:

ORSON STILES, Treasurer, and BENJAMIN W. COTTON, acting Superintendent of operations of the Dunkirk and Fredonia Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

O. STILES,

B. W. COTTON.

Subscribed and sworn to before me, }  
 this 18th day of November, 1878. }

E. F. WARREN,

*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$75,100 00
Amount of stock subscribed .....	35,100 00
Amount paid in, as by last report.....	35,100 00
Total amount now paid in of capital stock.....	35,100 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages .....	\$38,211 38	\$38,211 38
For cars, horses, mules, harness and sleighs....	1,195 00	1,195 00
	4,768 77	4,768 77
Total cost of road and equipment.....	\$44,175 15	\$44,175 15

## CHARACTERISTICS OF ROAD.

Length of road.....	3½ miles.
Length of road laid.....	3½ "
Weight of rail, per yard .....	25 pounds.
Number of dummy cars.....	4
Number of horses .....	8
Length of main line of road from Dunkirk to Fredonia.....	3½ miles.

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 to 10 "

The average time consumed by passenger cars in passing over the road .....	35 minutes.
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The road has been rented one-half the year at \$3,600 per year, and one-half the year at \$3,376. Taxes are paid by the lessee, and the repairs are made by him.

## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
Rent of road.....	\$3,488 00

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—amount and rate per cent, 8½ per cent..	\$3,046 00
Insurance.....	18 25
Rent of car house.....	30 00

Total payments during the year .....	\$3,094 25
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

MILTON M. FENNER.....	Fredonia, N. Y.
RUFUS HAYWOOD.....	Fredonia, N. Y.
GEORGE BARKER.....	Fredonia, N. Y.
CHARLES A. CLUTE.....	Fredonia, N. Y.
FRANK MAY.....	Dunkirk, N. Y.

M. M. FENNER .....	President.
O. STILES .....	Treasurer and Secretary.
B. W. COTTON.....	Superintendent.

Communications intended for this company should be addressed, O. STILES, No. 67 Main street, Fredonia, Chautauqua county, N. Y.



The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) O. STILES, *Treasurer.*  
B. W. COTTON, *Supt.*

(No. 26.)

**DUNKIRK AND FREDONIA,**

LESSEE.

STATE OF NEW YORK, }  
Chautauqua County, } ss.:

BENJAMIN W. COTTON, Lessee and acting Superintendent of operations of the Dunkirk and Fredonia Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) B. W. COTTON.

Subscribed and sworn to before me, }  
this 18th day of November, 1878. }

E. F. WARREN, *Notary Public.*

CHARACTERISTICS OF ROAD.

Length of road.....	3½ miles.
Length of road laid.....	3¼ "
Weight of rail, per yard.....	25 pounds.
Number of freight cars.....	4
Length of main line of road from Dunkirk to Fredonia.....	3¼ miles.

THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 to 10 "
The average time consumed by passenger cars in passing over the road.....	35 minutes.

EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$300 00
Taxes on real estate.....	507 26
Total cost of maintaining road and real estate.....	\$807 26

EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on cars.....	\$874 14
Repairs of cars and sleighs.....	124 10
Repairs of harness, including material and labor.....	34 31
Horseshoeing, including material and labor.....	106 70
Stable expenses.....	224 74
Feed, grain, hay, etc., including expense of grinding.....	599 78
Fuel, gas, and lights.....	13 50
Oil and waste.....	28 63
Water tax.....	5 00
Rents, including use of other roads, ferries, etc.....	55 50
Insurance.....	18 25
Total expense of operating road, and repairs.....	\$2,084 65

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$6,445 73
From freight, express.....	547 51
Mail.....	\$500 00
Signs.....	21 00
	<u>\$521 00</u>
Total receipts.....	<u>\$7,514 24</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$2,891 91
Rent of road.....	3,488 00
Total payments during the year.....	<u>\$6,379 91</u>

Communications intended for this company should be addressed, Lessee of Dunkirk and Fredonia Railroad Company, Fredonia, Chautauqua county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them, as far as practicable, and believes them to be correct.

(Signed) B. W. COTTON, *Lessee*.

(No. 27.)

## EAST GENESEE STREET AND SEWARD AVENUE.

STATE OF NEW YORK, }  
Cayuga County, } ss.:

E. W. JOHNSON, Treasurer, and M. T. TREAT, acting Superintendent of operations of the East Genesee Street and Seward Avenue Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. W. JOHNSON,  
M. T. TREAT.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

CHAS. O'BRIEN,  
*Notary Public, Cayuga County.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$25,000 00
Amount of stock subscribed.....	22,000 00
Amount paid in, as by last report.....	21,510 00
Total amount now paid in of capital stock.....	21,510 00
Funded debt, as by last report.....	12,000 00
Total amount now of funded debt.....	12,000 00
Floating debt, as by last report.....	9,000 00
The amount now of floating debt.....	10,294 92
Total amount now of funded and floating debt.....	22,294 92
Average rate, per annum, of interest on funded debt.....	<u>7 per cent.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$21,338 05	\$21,338 05
For land, buildings and fixtures, including land		
damages .....	4,913 70	4,913 70
For dummy cars, horses, mules, and harness ...	2,800 00	2,800 00
For cars and sleighs.....	4,865 00	4,865 00
Total cost of road and equipment....	\$33,916 75	\$33,916 75

## CHARACTERISTICS OF ROAD.

Length of road.....	2.50 miles.
Length of road laid .....	2.50 "
Length of double track, including sidings .....	100 feet.
Weight of rail, per yard .....	42 to 48 lbs.
Number of passenger cars .....	4
Number of horses and mules.....	10
Length of main line of road from Exchange street to Seward avenue,	2.50 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	89,505
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	4 and 5 cents.
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The average time consumed by passenger cars in passing over the road.....	20 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures.....	\$52 67
Taxes on real estate .....	Not assessed.

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$600 00
Officers, clerks, agents, and office expenses .....	101 00
Conductors, drivers, and engineers on dummy cars.....	1,594 05
Repairs of cars and sleighs.....	330 11
Repairs of harness, including material and labor .....	34 17
Horseshoeing, including material and labor.....	142 00
Stable expenses .....	20 64
Feed, grain, hay, etc., including expense of grinding .....	1,145 45
Oil and waste .....	12 50
Water tax .....	31 00
Law expenses .....	36 22
Insurance.....	149 50
Advertising and printing.....	12 33
Contingencies .....	207 37
Total expense of operating road, and repairs .....	\$4,416 34



## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$4,202 46
Sale of horse .....	40 00
Total receipts .....	<u>\$4,242 46</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$4,469 01
For interest .....	1,173 83
Total payments during the year .....	<u>\$5,642 84</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

M. T. TREAT .....	Auburn.
ELMORE P. ROSS .....	Auburn.
CHARLES N. ROSS .....	Auburn.
ED. C. MARVINE .....	Auburn.
GEO. N. LOUNSBURY .....	Auburn.
C. C. PETTY .....	Auburn.
E. W. JOHNSON.....	Auburn.

GEO. N. LOUNSBURY ..... President.

E. W. JOHNSON ..... Treasurer and Secretary.

M. T. TREAT..... Superintendent.

Communications intended for this company should be addressed, E. W. JOHNSON, Auburn, Cayuga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) E. W. JOHNSON, *Treasurer.*  
M. T. TREAT, *Superintendent.*

(No. 28.)

## EIGHTH AVENUE.

STATE OF NEW YORK, }  
New York City and County, } ss.:

JAMES AFFLECK, Treasurer, and H. B. WILSON, acting Superintendent of operations of the Eighth Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES AFFLECK,  
H. B. WILSON.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

EDWIN CLARK,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$1,000,000 00
Amount of stock subscribed .....	1,000,000 00
Amount paid in, as by last report .....	1,000,000 00
Total amount now paid in of capital stock .....	1,000,000 00
Funded debt, as by last report .....	203,000 00
Total amount now of funded debt .....	203,000 00
Floating debt, as by last report .....	95,250 00
The amount now of floating debt .....	75,250 00
Total amount now of funded and floating debt .....	278,250 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$880,459 43	\$880,459 43
For land, buildings and fixtures, including land		
damages .....	775,339 37	775,339 37
For horses and harness .....	102,390 00	102,390 00
For cars and sleighs .....	137,513 62	137,513 62
Total cost of road and equipment .....	\$1,895,702 42	\$1,859,702 42

## CHARACTERISTICS OF ROAD.

Length of road .....	10 miles.
Length of road laid .....	10 "
Weight of rail, per yard .....	60 to 65 lbs.
Number of passenger cars .....	112
Number of horses .....	1,146

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	14,289,998
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers below Fifty-first street .....	5 cents.
For passengers above Fifty-first street .....	5 "

The average time consumed by passenger cars in passing over the road .....	1 hour, 40 min.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$38,701 72
Taxes on real estate .....	21,793 77
Total cost of maintaining road and real estate .....	\$60,495 49

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$5,000 00
Officers, clerks, agents, and office expenses .....	21,604 45
Conductors, drivers, and engineers on dummy cars .....	157,882 59

Watchmen, starters, switchmen, roadmen, etc .....	\$15,319 01
Repairs of cars and sleighs. ....	35,444 08
Repairs of harness, including material and labor. ....	4,447 84
Horseshoeing, including material and labor .....	18,419 82
Horses .....	40,457 00
Stable expenses .....	49,132 34
Feed, grain, hay, etc., including expense of grinding .....	132,432 25
Fuel, gas, and lights. ....	7,044 63
Oil and waste.....	732 25
Water tax.....	1,616 12
Damages to persons and property, including medical attendance ....	1,742 40
Law expenses .....	6,606 86
Rents, including use of other roads, ferries, etc.....	10,930 00
Insurance. ....	2,572 50
Advertising and printing. ....	507 97
Contingencies .....	5,552 96
<b>Total expense of operating road, and repairs .....</b>	<b>\$517,444 57</b>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$714,499 89
Horses .....	\$11,597 00
Iron and brass .....	1,820 38
Manure.....	2,988 50
Sundries .....	14,210 11
	30,610 99
<b>Total receipts .....</b>	<b>\$745,110 88</b>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$577,940 06
For interest. ....	15,220 00
For dividends on stock—amount and rate per cent .....	120,000 00
Account of floating debt.....	20,000 00
<b>Total payments during the year.....</b>	<b>\$733,160 06</b>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1877.

December 3. Richard O'Keefe was knocked down by a car, at the corner of Hudson and Spring streets, and slightly injured.

1878.

March 9. F. S. Westervelt, while under the influence of liquor, fell from a car, near Forty-seventh street, on Eighth avenue, and received injuries to one of his legs, which had to be amputated.

May 8. William C. Lee, while intoxicated, fell from a car on Eighth avenue, near Thirtieth street ; was run over, receiving injuries from which he died.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE LAW.....	New York City.
GEORGE LAW, Jr.....	New York City.
WILLIAM H. HAYS.....	New York City.
JACOB HAYS.....	New York City.
JOSEPH H. GOODWIN.....	New York City.
JESSE A. MARSHALL.....	New York City.
FREDK. E. MATHER.....	New York City.
FRANCISCO BIANCHI.....	New York City.
G. GRANVILLE WRIGHT.....	New York City.
TIMOTHY TOWNSEND.....	Newburgh, N. Y.
STEPHEN H. HERRIMAN.....	Brooklyn, N. Y.
JAMES AFFLECK.....	Yonkers, N. Y.
One vacancy.	

GEORGE LAW.....	President.
JAMES AFFLECK.....	Treasurer and Secretary.
H. B. WILSON.....	Superintendent.

Communications intended for this company should be addressed, Corner of Eighth avenue and Fiftieth street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES AFFLECK, *Treasurer and Secretary.*  
H. B. WILSON, *Superintendent.*

(No. 29.)

**ELMIRA AND HORSEHEADS.**

STATE OF NEW YORK, }  
Chemung County, } ss.:

GEORGE M. DIVEN, Secretary, Treasurer, and General Manager of the Elmira and Horseheads Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) G. M. DIVEN.

Subscribed and sworn to before me, }  
this 11th day of October, 1878. }

W. S. KERSHNER,  
*Notary Public.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	44,000 00
Amount paid in, as by last report.....	44,000 00
Total amount now paid in of capital stock.....	44,000 00

Funded debt, as by last report.....	\$18,000 00
Total amount now of funded debt.....	18,000 00
Floating debt, as by last report.....	4,621 33
The amount now of floating debt.....	7,386 48
Total amount now of funded and floating debt.....	25,386 48
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages.....	\$66,580 79	\$67,998 93
For dummy cars, horses, mules, and harness ...	2,650 82	2,254 46
For cars and sleighs .....	6,873 24	3,802 63
		8,220 61
Total cost of road and equipment.....	\$76,104 85	\$82,276 63

## CHARACTERISTICS OF ROAD.

Length of road.....	9.55 miles.
Length of road laid.....	9.55 "
Length of double track, including sidings.....	.39 "
Weight of rail, per yard .....	25 and 30 lbs.
Number of passenger cars.....	15
Number of horses and mules.....	28
Length of main line of road from Erie Railway depot in city of Elmira, to Horseheads.....	6.66 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	284,609
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 "
The average time consumed by passenger cars in passing over the road.....	1 hour, 20 min.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,921 50
Taxes on real estate.....	666 61
Total cost of maintaining road and real estate.....	\$2,588 11

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$600 08
Officers, clerks, agents, and office expenses.....	5,303 09
Conductors, drivers, and engineers on dummy cars.....	2,579 42
Watchmen, starters, switchmen, roadmen, etc.....	416 00
Repairs of cars and sleighs.....	2,052 19

Repairs of harness, including material and labor .....	\$152 58
Horseshoeing, including material and labor .....	574 65
Stable expenses .....	1,215 27
Feed, grain, hay, etc., including expense of grinding .....	1,932 21
Fuel, gas, and lights .....	151 39
Oil and waste .....	42 75
Water tax .....	75 60
Damages to persons and property, including medical attendance ....	82 29
Insurance .....	194 50
Advertising and printing .....	623 34
Contingencies .....	628 82
Total expense of operating road, and repairs .....	<u>\$16,624 18</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$15,620 39
Manure .....	\$72 50
Blacksmith shop .....	20 39
	<u>92 89</u>
Total receipts .....	<u>\$15,713 28</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$19,212 29
For interest .....	1,230 43
Total payments during the year .....	<u>\$20,442 72</u>

## ACCIDENTS.

	Injured.
September 7, 1878 .....	<u>1</u>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

September 7. Draw-pin pulled out; horses got loose, running over child; injuries slight; name of child, Frankenstein.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

ALEXANDER S. DIVEN .....	Elmira, N. Y.
CHARLES HULETT .....	Horseheads, N. Y.
JOHN ARNOTT .....	Elmira, N. Y.
SCHUYLER C. REYNOLDS .....	Elmira, N. Y.
SAMUEL HALL .....	Elmira, N. Y.
STEPHEN McDONALD .....	Elmira, N. Y.
ROBERT T. TURNER .....	Elmira, N. Y.
GEORGE W. HOFFMAN .....	Elmira, N. Y.
EUGENE DIVEN .....	Elmira, N. Y.
STEPHEN T. ARNOT .....	Elmira, N. Y.
WILLIAM R. JUDSON .....	Elmira, N. Y.
GEORGE M. DIVEN .....	Elmira, N. Y.
FRANK H. ATKINSON .....	Elmira, N. Y.

ALEXANDER S. DIVEN .....

President.

CHARLES HULETT .....

Vice-President.

GEORGE M. DIVEN .....

} Treasurer, Secretary and  
} General Manager.



Communications intended for this company should be addressed, GEORGE M. DIVEN, No. 212 E. Water street, Elmira, Chemung county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) G. M. DIVEN,  
Treasurer, Secretary, and Gen'l Manager.

(No. 30.)

**FIFTH WARD.**

STATE OF NEW YORK, }  
Onondaga County, } ss.:

P. B. BRAYTON, President, and D. A. FIELD, acting Superintendent of operations of the Fifth Ward Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) P. B. BRAYTON,  
D. A. FIELD.

Subscribed and sworn to before me, }  
this 24th day of October, 1878. }

J. N. CHARLOCK,  
Notary Public, Onondaga County, N. Y.

**STOCK AND DEBTS.**

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	49,450 00
Amount paid in, as by last report.....	29,335 00
Total amount now paid in of capital stock.....	29,335 00
Funded debt, as by last report.....	22,510 00
Total amount now of funded debt.....	22,510 00
Total amount now of funded and floating debt.....	22,510 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$35,027 81	\$35,027 81
For land, buildings and fixtures, including land damages.....	4,684 12	4,684 12
For dummy cars, horses, mules, and harness....	3,004 38	3,004 38
For cars and sleighs.....	5,017 38	5,017 38
Total cost of road and equipment....	\$47,733 69	\$47,733 69

## RAILROAD REPORT.

719

## CHARACTERISTICS OF ROAD.

Length of road.....	2.66 miles.
Length of road laid.....	2.66 "
Length of double track, including sidings.....	1,500 feet.
Weight of rail, per yard.....	25 and 30 lbs.
Number of passenger cars.....	7
Number of horses and mules.....	18
Length of main line of road from Washington street to corner of Gifford and Niagara streets.....	2.66 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	260,317
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	4 and 5 cents.
For way passengers.....	3 and 5 "

The average time consumed by passenger cars in passing over the road.....	44 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$846 42
Taxes on real estate.....	154 76
Total cost of maintaining road and real estate.....	\$1,001 18

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$840 00
Officers, clerks, agents, and office expenses.....	240 00
Conductors, drivers, and engineers on dummy cars.....	1,920 00
Watchmen, starters, switchmen, roadmen, etc.....	1,260 00
Repairs of cars and sleighs.....	1,289 90
Repairs of harness, including material and labor.....	61 46
Horseshoeing, including material and labor.....	399 37
Horses and mules.....	337 64
Stable expenses.....	166 75
Feed, grain, hay, etc., including expense of grinding.....	1,907 90
Fuel, gas, and lights.....	37 45
Oil and waste.....	23 70
Law expenses.....	126 92
Insurance.....	142 87
Advertising and printing.....	72 93
Contingencies.....	626 07
Total expense of operating road, and repairs.....	\$9,442 96

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$12,357 18
Manure.....	\$65 00
Office rent.....	50 00
Advertising.....	7 50
	122 50
Total receipts.....	\$12,479 68

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$10,444 <sup>14</sup>
For interest .....	1,600 90
Total payments during the year .....	<u>\$12,045 04</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

P. B. BRAYTON .....	Syracuse, N. Y.
JOHN D. GRAY .....	Syracuse, N. Y.
O. C. POTTER.....	Syracuse, N. Y.
T. B. FITCH.....	Syracuse, N. Y.
LE ROY MORGAN.....	Syracuse, N. Y.
D. P. PHELPS.....	Syracuse, N. Y.
JACOB PINKERTON.....	Syracuse, N. Y.
JOHN STOLP.....	Syracuse, N. Y.
M. C. MERRIMAN.....	Syracuse, N. Y.

P. B. BRAYTON.....	President.
JOHN D. GRAY .....	Treasurer and Sec'y.
D. A. FIELD.....	Superintendent.

Communications intended for this company should be addressed, P. B. BRAYTON, Congress Hall Block, Syracuse, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) P. B. BRAYTON, *President.*  
D. A. FIELD, *Superintendent.*

(No. 31.)

## FONDA AND FULTONVILLE.

STATE OF NEW YORK, }  
Montgomery County, } ss.:

ISAAC M. DAVIS, Treasurer and acting Superintendent of operations of the Fonda and Fultonville Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ISAAC M. DAVIS.

Subscribed and sworn to before me, }  
this 13th day of November, 1878. }

P. A. GRAFF,

*Justice of the Peace in and for Montgomery County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$12,000 00
Amount of stock subscribed.....	10,550 00
Amount paid in, as by last report.....	10,550 00
Total amount now paid in of capital stock .....	<u>10,550 00</u>



## RAILROAD REPORT.

721

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$9,537 00	\$9,537 00
For cars and sleighs.....	1,240 00	1,240 00
Total cost of road and equipment .....	\$10,777 00	\$10,777 00

## CHARACTERISTICS OF ROAD.

Length of road.....	5.195 miles.
Length of road laid .....	5.195 "
Weight of rail, per yard .....	43 pounds.
Number of passenger cars .....	1
Length of main line of road from Fonda to Fultonville .....	5.195 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	18,550
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers .....	5 "

The average time consumed by passenger cars in passing over the road.....	15 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$180 00
Taxes on real estate .....	20 00
Total cost of maintaining road and real estate .....	\$200 00

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$60 00
Repairs of cars and sleighs .....	20 00
Horses and mules .....	624 00
Oil and waste .....	30 00
Total expense of operating road, and repairs .....	\$734 00

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$927 50
From freight, including carrying United States mail .....	350 00
Total receipts .....	\$1,277 50

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs, in aggregate .....	\$934 00
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

NICHOLAS H. DECKER.....	New York City.
HENRY B. HANSON .....	Saratoga Springs.
ISAAC M. DAVIS .....	Fonda, N. Y.
EARL S. GILLET.....	Fonda, N. Y.
DARIUS V. BEHN .....	Fonda, N. Y.
JOHN E. ASHE.....	Fonda, N. Y.
JOHN W. WILLSON .....	Fultonville, N. Y.
JOHN ECKLAND .....	Fultonville, N. Y.
WILLIAM H. WEMPLE .....	Fultonville, N. Y.
EDWARD WEMPLE .....	Fultonville, N. Y.
PETER VANANTHAP .....	Fultonville, N. Y.
JOHN H. MORRISON .....	Fultonville, N. Y.
HORACE VAN EYEN .....	Fultonville, N. Y.

NICHOLAS H. DECKER .....	President, New York City.
ISAAC M. DAVIS .....	Treasurer and Supt., Fonda, N. Y.
WILLIAM H. WEMPLE .....	Secretary, Fultonville, N. Y.

Communications intended for this company should be addressed, ISAAC M. DAVIS, Fonda, Montgomery county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) ISAAC M. DAVIS, *Treasurer and Supt.*

(No. 32.)

## FORTY-SECOND STREET CROSSTOWN.

STATE OF NEW YORK, }  
*New York County,* } *ss.:*

FRANKLIN H. KALBFLEISCH, President, and FREDERICK A. BARTLETT, Secretary of the Forty-second Street Crosstown Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) FRANKLIN H. KALBFLEISCH,  
 FRED. A. BARTLETT.

Subscribed and sworn to before me, }  
 this 6th day of November, 1878. }

LEANDER T. SAVAGE,  
*Notary Public, Kings County,*  
*(Certificate filed in New York county.)*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$300,000 00
Amount of stock subscribed.....	2,500 00
Amount paid in, as by last report.....	270 00
Total amount now paid in of capital stock.....	1,435 00
Floating debt, as by last report.....	209 44
The amount now of floating debt.....	94 44
Total amount now of funded and floating debt.....	94 44

This company has not yet commenced the construction of its road and buildings, or equipments.

## CHARACTERISTICS OF ROAD.

Length of road.....	2½ miles.
Length of main line of road from Forty-second street, North river, to Thirty-fourth street, East river.....	2½ "

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses.....	\$950 00
Law expenses.....	100 00
Total expense of operating road, and repairs.....	\$1,050 00

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From subscription to capital stock.....	\$1,165 00
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## PAYMENTS OTHER THAN FOR CONSTRUCTION.

Officers and office expenses.....	\$1,115 00
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

S. H. HURD.....	New York City.
EFFIN H. NICHOLS.....	New York City.
WILLIAM MORRISON.....	New York City.
GEORGE H. SEELEY.....	New York City.
NATHAN SEELEY.....	New York City.
FRANKLIN H. KALBFLEISCH.....	New York City.
W. H. RITTER.....	New York City.
A. H. WRIGHT.....	New York City.
FRED G. GEDNEY.....	New York City.
A. SELLERS.....	New York City.
HENRY J. CULLEN, Jr.....	Brooklyn.
J. F. HARRISON.....	New Rochelle.

FRANKLIN H. KALBFLEISCH..... President, New York City.

S. H. HURD..... Treasurer, New York City.

FRED'K A. BARTLETT..... Secretary, New York City.

Communications intended for this company should be addressed, FRANKLIN H. KALBFLEISCH, No. 55 Fulton street, New York city.



## 724 FORTY-SECOND STREET AND GRAND STREET FERRY

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) FRANKLIN H. KALBFLEISCH, *President*.  
FRED. A. BARTLETT, *Secretary*.

(No. 33.)

### FORTY-SECOND STREET AND GRAND STREET FERRY.

STATE OF NEW YORK, }  
New York County, } ss.:

JOHN GREEN, President of the Forty-second Street and Grand Street Ferry Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

Subscribed and sworn to before me, }  
this 5th day of December, 1878. }

(Signed)

JOHN GREEN.

CHARLES E. HYATT,  
Notary Public, No. 66, New York County.

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$750,000 00
Amount of stock subscribed.....	750,000 00
Amount paid in, as by last report.....	748,000 00
Total amount now paid in of capital stock.....	748,000 00
Funded debt, as by last report.....	236,000 00
Total amount now of funded debt.....	236,000 00
Floating debt, as by last report.....	61,439 22
The amount now of floating debt.....	50,547 18
Total amount now of funded and floating debt.....	286,547 18
Average rate per annum of interest on funded debt.....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$729,754 51	\$729,754 51
For land, buildings and fixtures, including land		
damages.....	171,510 00	171,510 00
For horses and harness.....	93,959 82	93,959 82
For cars.....	59,970 06	59,970 06
Total cost of road and equipment.....	\$1,055,194 39	\$1,055,194 39

#### CHARACTERISTICS OF ROAD.

Length of road.....	5.13 miles.
Length of road laid.....	5.13 "
Length of double track, including sidings.....	5.13 "

Weight of rail, per yard .....	60 and 64 lbs.
Number of passenger cars .....	46
Number of horses .....	440
Length of main line of road from Forty-second street, North river, to Grand street, East river .....	5.13 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	6,704,154
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 cents.
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The average time consumed by passenger cars in passing over the road .....	55 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures .....	\$9,533 40
Taxes on real estate .....	17,635 48
Total cost of maintaining road and real estate .....	\$27,168 88

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses .....	\$14,676 27
Conductors, drivers, watchmen, starters, and switchmen .....	63,642 71
Repairs of cars .....	8,208 78
Repairs of harness, including material and labor .....	1,052 07
Horseshoeing, including material and labor .....	7,831 09
Horses .....	19,425 00
Stable expenses .....	24,793 04
Feed, grain, hay, etc., including expense of grinding .....	31,851 61
Gas and lights .....	934 89
Water tax .....	721 73
Damages to persons and property, including medical attendance .....	1,509 50
Law expenses .....	2,583 88
Rents, including use of other roads, ferries, etc. ....	1,500 00
Insurance .....	1,584 82
Contingencies .....	10,128 19
Total expense of operating road, and repairs .....	\$190,443 58

## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From passengers .....	\$335,207 73
Horses .....	1,296 10
Total receipts .....	\$336,503 83

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$217,612 46
For interest .....	16,520 00
For dividends on stock—amount and rate per cent .....	82,280 00
Total payments during the year .....	\$316,412 46

# 726 FORTY-SECOND STREET AND GRAND STREET FERRY

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 14.....	....	1	....	....	....	....	....	1
1878.								
July 22.....	....	1	....	....	....	....		1
Totals .....	....	2	....	....	....	....	....	2

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

October 14. An intoxicated man fell off the rear platform of car No. 21, at corner Ninth avenue and Thirty-fourth street, apparently uninjured, save receiving a slight bruise.

1878.

July 22. A passenger, in leaving car No. 26, at Avenue A, near Seventh street, while the car was in motion, slipped off the step of the rear platform, getting slightly scratched.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

JOHN GREEN.....	315 West Forty-eighth street.
CHAS. CURTISS.....	342 East Fiftieth street.
MOSES ELY.....	Office 191 Broadway.
GEO. G. MITCHELL.....	Office 40 South street.
CHAS. B. HOGG.....	Office 124 Maiden lane.
M. FRUCHTWANGER.....	121 East Thirty-ninth street.
JOS. ROSENTHAL.....	11 East Sixty-first street.
JAMES W. HUSTED.....	Peekskill, N. Y.
LEWIS MAY.....	Barmore House.
GEORGE GREEN.....	315 West Forty-eighth street.
GEO. A. HEINRICH.....	155 East Third street.
EBEN S. ALLEN.....	Office 653 West Forty-second st.
LEANDER SEARLES.....	212 East Thirteenth street.

JOHN GREEN.....	President.
CHAS. CURTISS.....	Treasurer.
EBEN S. ALLEN.....	Secretary.

Communications intended for this company should be addressed, No. 653 West Forty-second street, New York.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN GREEN,<sup>President.</sup>



(No. 34.)

**FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE.**

STATE OF NEW YORK, }  
*New York City and County,* } ss. :

GEORGE M. VAN NORT, President, and DANIEL D. CONOVER, Vice-President of the Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE M. VAN NORT,  
 DANIEL D. CONOVER.

Subscribed and sworn to before me, }  
 this 19th day of December, 1878. }

JOHN E. PHELPS,  
*Notary Public, New York County.*

**STOCK AND DEBTS.**

Capital stock, as by charter .....	\$900,000 00
Amount of stock subscribed .....	15,000 00
Total amount now paid in of capital stock .....	<u>2,650 00</u>

**CHARACTERISTICS OF ROAD.**

Length of road .....	<u>8 miles.</u>
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**NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.***Directors.*

GEORGE M. VAN NORT .....	New York City.
DANIEL D. CONOVER .....	New York City.
RICHARD KELLY .....	New York City.
FRED. S. GIBBS .....	New York City.
JOSEPH H. GODWIN .....	New York City.
WILLIAM HOLBY HUDSON .....	New York City.
JAMES MATTHEWS .....	New York City.
WILLIAM I. NICHOLS .....	New York City.
ABRAM I. DITTENHOEFER .....	New York City.
ALFRED WAGSTAFF .....	New York City.
DANIEL D. WYLIE .....	New York City.
JAMES W. HUSTED .....	Peekskill, N. Y.
DORLIN F. CLAPP .....	Peekskill, N. Y.

GEORGE M. VAN NORT .....	President.
DANIEL D. CONOVER .....	Vice-President.
RICHARD KELLY .....	Treasurer and Secretary.

Communications intended for this company should be addressed to the undersigned, room G, Evening Post building, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE M. VAN NORT, *President*.  
DANIEL D. CONOVER, *Vice-President*.

(No. 35.)

**FRANKFORT AND ILION.**

STATE OF NEW YORK, }  
Herkimer County, } ss.:

P. REMINGTON, Treasurer of the Frankfort and Ilion Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) P. REMINGTON.

Subscribed and sworn to before me, }  
this 30th day of November, 1878. }

D. LEWIS, *Notary Public*.

**STOCK AND DEBTS.**

Capital stock .....	\$20,000 00
Amount of stock subscribed .....	14,275 00
Amount paid in, as by last report. ....	14,275 00
Total amount now paid in of capital stock. ....	14,275 00
Floating debt, as by last report .....	591 81
The amount now of floating debt .....	622 40
Total amount now of funded and floating debt. ....	622 40

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$16,743 60	\$16,743 60
For land, buildings and fixtures, including land		
damages .....	1,613 44	1,613 44
For cars and sleighs .....	2,275 00	2,275 00
Total cost of road and equipment....	\$20,632 04	\$20,632 04

**CHARACTERISTICS OF ROAD.**

Length of road .....	24 miles.
Length of road laid .....	24 "
Weight of rail, per yard .....	25 pounds.
Number of passenger cars .....	3
Number of horses and mules .....	4
Length of main line of road from Ilion to Frankfort .....	24 miles.

## RAILROAD REPORT.

729

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. .... 31,829

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers ..... 10 cents.  
 For way passengers ..... 5 "

The average time consumed by passenger cars in passing over the road, estimated at. .... 25 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures ..... \$378 07  
 Taxes on real estate ..... 105 98  
 Total cost of maintaining road and real estate ..... \$484 05

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses ..... \$1,292 00  
 Feed, grain, hay, etc., including expense of grinding ..... 25 00  
 Advertising and printing ..... 35 85  
 Total expense of operating road, and repairs ..... \$1,352 85

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers ..... \$1,758 96

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs ..... \$1,836 90

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

A. C. MCGOWAN ..... Frankfort, N. Y.  
 P. REMINGTON ..... Ilion, N. Y.  
 C. B. CROSBY ..... Frankfort, N. Y.  
 A. BRILL ..... Ilion, N. Y.  
 WM. B. GATES ..... Frankfort, N. Y.  
 WM. STEEL ..... Frankfort, N. Y.  
 W. W. CROSBY ..... Frankfort, N. Y.  
 JOS. J. DUDLESTON, Jr. .... Frankfort, N. Y.  
 J. W. DAVISON ..... Frankfort, N. Y.  
 D. LEWIS ..... Frankfort, N. Y.  
 P. A. SKIFF ..... Frankfort, N. Y.  
 J. L. HOARD ..... Frankfort, N. Y.  
 E. REMINGTON ..... Ilion, N. Y.

A. C. MCGOWAN ..... President.  
 P. REMINGTON ..... Treasurer.  
 D. LEWIS ..... Secretary.

Communications intended for this company should be addressed, D. LEWIS, Secretary, Frankfort, Herkimer county, N. Y.



The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) P. REMINGTON, *Treasurer.*

(No. 36.)

### GENESEE AND WATER STREET.

STATE OF NEW YORK, }  
Onondaga County, } ss.:

GEORGE J. GARDNER, Treasurer, and WILLIAM J. HART, acting Superintendent of operations of the Genesee and Water Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE J. GARDNER,  
W. J. HART.

Subscribed and sworn to before me, }  
this day of November, 1878. }

FRANK WOOD,  
*Notary Public, Onondaga Co., N. Y.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$60,000 00
Amount of stock subscribed .....	42,500 00
Amount paid in, as by last report. ....	42,500 00
Total amount now paid in of capital stock .....	42,500 00
Funded debt, as by last report .....	20,000 00
Total amount now of funded debt .....	20,000 00
The amount now of floating debt .....	2,000 00
Total amount now of funded and floating debt .....	22,000 00
Average rate, per annum, of interest on funded debt. ....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$50,020 68	\$50,020 68
For land, buildings and fixtures, including land		
damages .....	7,609 59	7,609 59
For dummy cars, horses, mules, and harness ...	8,668 67	9,417 08
For cars and sleighs .....	6,581 96	6,581 96
Total cost of road and equipment .....	\$72,880 90	\$73,629 31

## RAILROAD REPORT.

731

## CHARACTERISTICS OF ROAD.

Length of road.....	4	miles.
Length of road laid.....	4	"
Length of double track, including sidings.....	75.100	"
Weight of rail, per yard.....	18 to 30	lbs.
Number of passenger cars.....	6	
Number of freight cars.....	3	
Number of horses and mules.....	30	
Length of main line of road from Salina street to Wescott street, and to University avenue and Hickory street.....	4	miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	298,978
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	4, 4½, and 5 c.
For way passengers.....	4, 4½, and 5 c.

The average time consumed by passenger cars in passing over the road.....	40 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,565 92
Taxes on real estate.....	164 14
Total cost of maintaining road and real estate.....	\$1,730 06

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$700 00
Officers, clerks, agents, and office expenses.....	131 56
Conductors, drivers, and engineers on dummy cars.....	4,967 27
Repairs of cars and sleighs.....	620 17
Repairs of harness, including material and labor.....	208 63
Horseshoeing, including material and labor.....	644 96
Horses and mules.....	648 41
Stable expenses.....	216 83
Feed, grain, hay, etc., including expense of grinding.....	2,609 86
Fuel, gas, and lights.....	230 77
Damages to persons and property, including medical attendance....	10 97
Law expenses.....	78 00
Insurance.....	151 27
Advertising and printing.....	106 94
Contingencies.....	212 96
Total expense of operating road, and repairs.....	\$11,538 60

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$14,167 71
Temporary loans.....	\$2,985 00
Rent of barn.....	49 75
Sale of manure.....	65 00
Old brass and iron sold.....	46 18
Interest.....	4 51
Gravel.....	40 00
Former treasurer.....	30 26
	3,220 70
Total receipts.....	\$17,388 41

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$13,268 66
For interest on bonds .....	1,396 50
Loans and interest repaid .....	2,563 91
Total payments during the year .....	<u>\$17,229 07</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE F. COMSTOCK .....	Syracuse, N. Y.
WILLIAM H. H. SMITH .....	Syracuse, N. Y.
WILLIAM T. HAMILTON .....	Syracuse, N. Y.
WILLIAM E. ROSE .....	Syracuse, N. Y.
DANIEL P. WOOD .....	Syracuse, N. Y.
JOHN D. BRIDGES .....	Syracuse, N. Y.
ELIAS W. LAVENWORTH .....	Syracuse, N. Y.
NATHAN COBB .....	Syracuse, N. Y.
ROBERT G. WYNKOOP .....	Syracuse, N. Y.
CHESTER HAIR .....	Syracuse, N. Y.
STILES M. RUST .....	Syracuse, N. Y.
GEORGE J. GARDNER .....	Syracuse, N. Y.
One vacancy.	

ROBERT G. WYNKOOP ..... President.

GEORGE J. GARDNER ..... Treasurer and Secretary.

WILLIAM J. HART ..... Superintendent.

Communications intended for this company should be addressed, GEORGE J. GARDNER, No. 1 Onondaga County Savings Bank building, Syracuse, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE J. GARDNER, *Treasurer.*  
W. J. HART, *Superintendent.*

(No. 37.)

## GLOVERSVILLE AND KINGSBORO.

STATE OF NEW YORK, }  
Fulton County, } ss.:

CHARLES W. ROSE, Vice-President, and LAWTON CATON, Secretary and Treasurer of the Gloversville and Kingsboro Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. W. ROSE,  
L. CATON.

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

E. N. SPENCER,  
Notary Public, Fulton County, N. Y.



## RAILROAD REPORT.

733

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$30,000 00
Amount of stock subscribed .....	15,300 00
Amount paid in, as by last report. ....	13,660 00
Total amount now paid in of capital stock. ....	13,660 00
Floating debt, as by last report. ....	7,024 43
The amount now of floating debt. ....	7,115 94
Total amount now of funded and floating debt. ....	7,115 94

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For dummy cars, horses, mules, and harness. ....	\$15,411 86	\$15,481 55
For cars and sleighs .....	804 25	804 25
	2,374 30	2,374 30
Total cost of road and equipment. ....	\$18,590 41	\$18,660 10

## CHARACTERISTICS OF ROAD.

Length of road .....	2.75 miles.
Length of road laid .....	2.75 "
Weight of rail, per yard .....	25 pounds.
Number of passenger cars. ....	3
Length of main line of road from Gloversville to Kingsboro. ....	2.75 miles.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Taxes on real estate .....	\$14 55
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Law expenses .....	\$100 00
Contingencies .....	1 94
Total expense of operating road, and repairs. ....	\$101 94

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

Lease of a part of the road between Pine and Fulton streets, that is used by the Johnstown, Gloversville and Kingsboro Horse Railroad .....	\$150 00
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## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$116 49
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This road is not in operation.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLARD J. HEACOCK.....	Gloversville.
HERBERT C. LEAVENWORTH .....	Gloversville.
CHAS. W. ROSE .....	Gloversville.
HERVEY KASSON.....	Gloversville.
JOHN McNAB .....	Gloversville.
ALANSON JUDSON .....	Gloversville.
WILLIAM H. PLACE .....	Gloversville.
LAWTON CATON .....	Gloversville.
ANDREW D. SIMMONS .....	Gloversville.
WILLIAM H. DEMAREST .....	Gloversville.
MILLARD F. BUTTON .....	Gloversville.

CHARLES W. ROSE..... Vice-President.

LAWTON CATON..... Treasurer and Secretary.

Communications intended for this company should be addressed, Gloversville, Fulton county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) CHAS. W. ROSE, *Vice-President.*  
LAWTON CATON, *Secretary and Treasurer.*

(No. 38.)

## GRAND STREET AND NEWTOWN.

STATE OF NEW YORK, }  
Kings County, } ss.:

N. WYCKOFF, President, and R. B. STURGES, acting Superintendent of operations of the Grand Street and Newtown Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) N. WYCKOFF,  
R. B. STURGES.

Subscribed and sworn to before me, }  
this 12th day of November, 1878. }

WM. E. HORWILL,  
*Notary Public, Kings County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$170,000 00
Amount of stock subscribed. ....	170,000 00
Amount paid in, as by last report .....	170,000 00

Total amount now paid in of capital stock.....	\$170,000 00
Funded debt, as by last report.....	150,000 00
Total amount now of funded debt.....	152,500 00
Floating debt, as by last report.....	13,239 92
The amount now of floating debt.....	6,753 00
Total amount now of funded and floating debt.....	159,253 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$229,162 22	\$232,252 75
For land, buildings and fixtures, including land		
damages.....	63,064 85	63,064 85
For horses and harness.....	21,343 74	21,920 00
For cars, wagons, and trucks.....	23,055 00	23,095 00
Total cost of road and equipment.....	\$336,625 81	\$340,332 60

## CHARACTERISTICS OF ROAD.

Length of road.....	8 miles.
Length of road laid.....	8 "
Length of double track, including sidings.....	4½ "
Weight of rail, per yard.....	45 and 43 lbs.
Number of snow plows.....	2
Number of sweepers.....	1
Number of passenger cars.....	36
Number of horses and mules.....	175
Length of main line of road from ferry to Calvary Cemetery.....	4 miles.
Length of Newtown extension.....	4 "

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,704,700
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 and 5 cents.
For way passengers.....	5 and 3 "

## THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

To Calvary Cemetery.....	36 minutes.
To Newtown.....	60 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of	
buildings and fixtures.....	\$3,425 43
Taxes on real estate.....	1,482 91
Total cost of maintaining road and real estate.....	\$4,908 34



## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,800 00
Officers, clerks, agents, and office expenses.....	1,534 57
Conductors, drivers, and engineers on dummy cars.....	25,617 85
Watchmen, starters, switchmen, roadmen, etc.....	4,466 29
Repairs of cars and sleighs.....	4,045 14
Repairs of harness, including material and labor.....	374 70
Horseshoeing, including material and labor.....	3,118 62
Horses and mules.....	2,817 55
Stable expenses.....	7,521 59
Feed, grain, hay, etc., including expense of grinding.....	16,038 11
Fuel, gas, and lights.....	625 32
Oil and waste.....	
Water tax.....	255 43
Damages to persons and property, including medical attendance....	183 50
Law expenses.....	1,195 74
Rents, including use of other roads, ferries, etc.....	1,150 00
Insurance.....	872 97
Advertising and printing.....	216 95
Contingencies.....	984 83
Total expense of operating road, and repairs.....	<u>\$72,819 16</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....		\$95,356 73
Rent.....	\$183 70	
Manure.....	702 32	
Car damage, etc.....	360 50	
Old iron and wood.....	340 00	
Horses.....	824 95	
Conductors' deposit received.....	1,050 00	
		<u>3,461 47</u>
Total receipts.....		<u>\$98,818 20</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$77,727 50
For interest.....	11,566 81
Conductors' deposit returned.....	1,050 00
Total payments during the year.....	<u>\$90,344 31</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 13.....	....	1	....	....	....	....	....	1
June 27.....	....	1	....	....	....	....	....	1
Totals.....	....	2	....	....	....	....	....	2

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

March 13. Henry Krausch, a boy, while playing in Grand street, ran against the rear step of car No. 31, fell, and was slightly injured.

June 27. Fred. Edzards, in getting off car No. 23, while in motion, after having been requested by conductor to wait until car had stopped, stepped off, and slipping, fell; injuries not serious.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

NICHOLAS WYCKOFF.....	Brooklyn, L. I.
CHARLES H. FELLOWS.....	Brooklyn, L. I.
GEORGE MAHON *.....	Brooklyn, L. I.
SAMUEL M. MEEKER.....	Brooklyn, L. I.
DANIEL MAUJER.....	Brooklyn, L. I.
GEORGE C. BENNETT.....	Brooklyn, L. I.
EDMUND DRIGGS.....	Brooklyn, L. I.
ALBERT M. KALBFLEISCH.....	Brooklyn, L. I.
JAMES HALL.....	Brooklyn, L. I.
H. C. RICHARDSON *.....	Brooklyn, L. I.
MARTIN JOOST.....	Brooklyn, L. I.
WILLIAM COOPER.....	Brooklyn, L. I.
WILLIAM E. HORWILL.....	Brooklyn, L. I.
ECKFORD WEBB.....	Brooklyn, L. I.

NICHOLAS WYCKOFF.....	President.
EDMUND DRIGGS.....	Vice-President.
WILLIAM E. HORWILL.....	Treasurer.
MARTIN JOOST.....	Secretary.
RUFUS B. STURGES.....	Superintendent.

Communications intended for this company should be addressed, Grand Street and Newtown Railroad Company, No. 129 First street, Brooklyn, E. D., Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) N. WYCKOFF, *President.*  
R. B. STURGES, *Superintendent.*

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\* Lately deceased.

(No. 39.)

**GRAND STREET, PROSPECT PARK AND FLATBUSH.**STATE OF NEW YORK, } ss.:  
Kings County, }

LOFTIS WOOD, President, and SAMUEL PARKHILL, Secretary and acting Superintendent of operations of the Grand Street, Prospect Park and Flatbush Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

LOFTIS WOOD,  
SAMUEL PARKHILL.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

WALTER G. HOWEY,

*Notary Public, Kings Co.***STOCK AND DEBTS.**

Capital stock, as by charter.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in, as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt, as by last report.....	20,000 00
Total amount now of funded debt.....	200,000 00
Floating debt, as by last report.....	143,502 68
The amount now of floating debt.....	159,015 90
Total amount now of funded and floating debt.....	359,015 90
Average rate, per annum, of interest on funded debt.....	7 per cent.

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$339,907 00	\$339,907 00
For horses and harness.....	43,695 01	49,840 01
For cars.....	45,209 99	49,591 04
Total cost of road and equipment.....	\$428,812 00	\$439,338 05

**CHARACTERISTICS OF ROAD.**

Length of road.....	4.25 miles.
Length of road laid.....	4.25 "
Length of double track, including sidings.....	4.25 "
Weight of rail per yard.....	33 pounds.
Number of passenger cars.....	51
Number of horses.....	169
Length of main line of road from Flatbush avenue to Grand Street ferry.....	4.25 miles.



## RAILROAD REPORT.

739

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	1,671,045
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 cents.
For way passengers .....	5 "

The average time consumed by passenger cars in passing over the } road .....	11 minutes per mile.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures .....	\$2,929 02
Taxes on real estate .....	396 95
Total cost of maintaining road and real estate .....	\$3,325 97

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses .....	\$3,831 14
Conductors, drivers, and engineers on dummy cars .....	24,227 06
Watchmen, starters, switchmen, roadmen, etc. ....	1,302 38
Repairs of cars .....	6,114 27
Repairs of harness, including material and labor .....	852 03
Horseshoeing, including material and labor .....	1,999 84
Horses .....	6,145 00
Stable expenses .....	6,779 49
Feed, grain, hay, etc., including expense of grinding .....	15,832 37
Fuel, gas, and lights .....	33 50
Oil and waste .....	376 63
Water tax .....	169 76
Law expenses .....	883 50
Rents, including use of other roads, ferries, etc .....	2,531 88
Insurance .....	886 16
Advertising and printing .....	203 20
Contingencies .....	633 21
Total expense of operating the road, and repairs .....	\$72,301 42

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$83,552 27
Sale of horses, manure, wood, hay, etc. ....	\$1,106 94
Increase of floating debt .....	15,119 07
Total receipts .....	16,226 01
Total receipts .....	\$99,778 28

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$75,627 39
For interest .....	23,973 04
Total payments during the year .....	\$99,600 43

## ACCIDENTS.

December 10, 1877 .....	Injured. 1
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## 740 GREENPOINT, PROSPECT PARK AND GREENWOOD

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

December 10. Car No. 23, driven by Peter Nelson, on Whythe avenue, near Rodney street, ran over a little girl named Minnie Homeyer, and cut off two of her toes. The girl is well now.

### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

#### *Directors.*

LOFTIS WOOD.....	Brooklyn.
GEORGE C. BENNETT.....	Brooklyn.
J. H. LANE.....	New York City.
W. G. HOWEY.....	Brooklyn.
J. H. SCHULTE.....	Brooklyn.
DANIEL L. NORTHEUP.....	Brooklyn.
WILLIAM G. BISHOP.....	Brooklyn.
THERON R. BUTLER.....	New York City.
JOHN T. RUNCIE.....	Brooklyn.
A. P. WILCOX.....	New York City.
A. W. GREEN.....	New York City.
ALEXANDER FRAZER.....	New York City.
JOHN MCGROARTY.....	Brooklyn.

LOFTIS WOOD..... President and Superintendent, Brooklyn.

LEVIN CRANDALL..... Treasurer, Brooklyn.

SAMUEL PARKHILL..... Secretary, Brooklyn.

Communications intended for this company should be addressed, Grand Street, Prospect Park and Flatbush Railroad Company, Franklin avenue and Warren street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and papers, and have examined them as far as practicable, and believe them to be correct.

(Signed) LOFTIS WOOD, *President.*  
SAMUEL PARKHILL, *Secretary.*

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(No. 40.)

### GREENPOINT, PROSPECT PARK AND GREENWOOD.

STATE OF NEW YORK, }  
Kings County, } ss.:

CHARLES C. TALBOT, President of the Greenpoint, Prospect Park and Greenwood Railroad Company, being sworn, deposes and says, that the statements in the

annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) CHARLES C. TALBOT.

Subscribed and sworn to before me, }  
this 11th day of October, 1878. }

SAMUEL S. KENNEDY,

*Notary Public, Kings County, residing in New York.*

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$500,000 00
Amount of stock subscribed.....	900 00
Amount paid in, as by last report.....	900 00
Total amount now paid in of capital stock.....	900 00

#### CHARACTERISTICS OF ROAD.

Length of road.....	8 miles.
Length of main line of road from Greenpoint to Greenwood.....	8 "

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

CHARLES C. TALBOT.....	Brooklyn.
JOHN MITCHELL.....	Brooklyn.
ARCH. M. BLISS.....	Brooklyn.
AND. CUNNINGHAM.....	Brooklyn.
GEORGE G. HERMAN.....	Brooklyn.
BENJ. W. WILSON.....	Brooklyn.
JESSE C. SMITH.....	Brooklyn.
EDWARD ANNIN.....	Brooklyn.
WILLIAM D. VEDER.....	Brooklyn.
GEORGE B. MAGRATH.....	Brooklyn.
J. C. UNDERHILL.....	Brooklyn.
FRED. KALBFLEISCH.....	Brooklyn.

CHAS. C. TALBOT..... President, 199 Rutledge street.

FRED. KALBFLEISCH..... Treasurer.

GEORGE G. HERNAN..... Secretary, 141 Park place.

Communications intended for this company should be addressed, CHARLES C. TALBOT, No. 199 Rutledge street, Brooklyn, Kings county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHARLES C. TALBOT, *President.*

NOTE.—Section 4, chapter 822, Laws of 1866, gave this company six months to complete their road, after certain streets are graded and paved. The company report the streets not paved, and, therefore, they cannot finish the road. No work has been done upon the road.

*State Engineer and Surveyor.*



(No. 41.)

## HARLEM BRIDGE, MORRISANIA AND FORDHAM.

STATE OF NEW YORK, } ss.:  
*New York County,*

HARFORD B. KIRK, President, and HENRY SPATLEY, acting Superintendent of operations of the Harlem Bridge, Morrisania and Fordham Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) HARFORD B. KIRK,  
 HENRY SPATLEY.

Subscribed and sworn to before me, }  
 this 25th day of November, 1878. }

ORIENT H. COLLIN,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$300,000 00
Amount of stock subscribed .....	300,000 00
Amount paid in, as by last report .....	299,100 00
Total amount now paid in of capital stock .....	299,100 00
Funded debt, as by last report .....	146,000 00
Total amount now of funded debt .....	146,000 00
Total amount now of funded and floating debt .....	146,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$206,759 35	\$206,759 35
For land, buildings and fixtures, including land		
damages .....	57,343 60	57,343 60
For horses and harness .....	13,300 00	13,600 00
For cars .....	11,875 00	11,875 00
Total cost of road and equipment .....	\$289,277 95	\$289,577 95

## CHARACTERISTICS OF ROAD.

Length of road .....	6.75 miles.
Length of road laid .....	6.75 "
Length of double track, including sidings .....	5.20 "
Weight of rail, per yard .....	45 to 48 lbs.
Number of passenger cars .....	25
Number of horses .....	136
Length of main line of road from Fordham to Harlem Bridge, about	5 miles.
Length of branch line to West Farms, about .....	1.75 "

# RAILROAD REPORT.

743

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, estimated. .... 1,083,763

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

*Cash fares:*  
For through passengers..... 10 cents.  
For way passengers..... 6 "

Ticket fares, 7 1-9, 6 1-4, and 6 cents.

The average time consumed by passenger cars in passing over the road..... 45 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures..... \$2,882 39  
Taxes on real estate..... 1,365 27  
Total cost of maintaining road and real estate ..... \$4,247 66

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses..... \$4,529 24  
Conductors, drivers, and engineers on dummy cars..... 18,084 25  
Repairs of cars and car wheels ..... 2,364 60  
Repairs of harness and wagons, including material and labor. .... 839 26  
Horseshoeing, including material and labor..... 2,335 24  
Horses ..... 1,715 00  
Stable expenses..... 8,322 93  
Feed, grain, hay, etc., including expense of grinding..... 11,816 58  
Fuel, gas, and lights..... 403 74  
Oil and waste ..... 32 05  
Water tax and sprinkling street..... 395 78  
Damages to persons and property, including medical attendance.... 254 00  
Law expenses ..... 187 11  
Rents, including use of other roads, ferries, etc..... 407 50  
Detective service ..... 624 82  
Insurance..... 1,101 91  
Advertising, stationery, and printing ..... 356 56  
Contingencies ..... 393 81  
Total expense of operating road, and repairs ..... \$53,664 38

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers..... \$75,863 41  
Horses..... \$227 50  
Insurance rebate ..... 200 70  
Rents..... 498 00  
Manure ..... 143 00  
Advertising ..... 474 12  
Mail service..... 22 11  
Damage to cars and harness..... 99 55  
Old materials..... 91 17  
Hay ..... 62 31  
Sundries ..... 71 18  
Total receipts ..... 1,889 64  
Total receipts ..... \$77,753 05

# 744 HARLEM BRIDGE, MORRISANIA AND FORDHAM

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$57,912 04
For interest. ....	10,220 00
Total payments during the year .....	<u>\$68,132 04</u>

## ACCIDENTS.

	Injured.
August 12, 1878.....	<u>1</u>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

August 12. Thomas Gibney, passenger, jumped from front platform while the car was in motion, and the hind wheel passed over his leg; understand that the limb was afterwards amputated.

There were several cases of passengers falling from the cars and sustaining slight injuries.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

HARFORD B. KIRK.....	Morrisania, N. Y. City.
WILLIAM REMSEN.....	New York City.
WILLIAM CAULDWELL.....	Morrisania, N. Y. City.
HORACE P. WHITNEY.....	New York City.
JOHN J. HALLENBECK.....	Montclair, N. J.
MATTHEW B. WYNKOOP.....	New York City.
JOHN B. HASKIN.....	Fordham, N. Y. City.
WILLIAM SIMPSON.....	West Farms, N. Y.
RICHARD M. HOE.....	West Farms, N. Y.
PHINEAS T. BARNUM.....	Bridgeport, Conn.
ALBERT B. WHITNEY.....	New York City.
HENRY HART.....	New York City.
HENRY SPRATLEY.....	Morrisania, N. Y. City.

HARFORD B. KIRK..... President.

WILLIAM CAULDWELL..... Treasurer.

HENRY SPRATLEY..... Secretary and Superintendent.

Communications intended for this company should be addressed, HENRY SPRATLEY, Superintendent, Morrisania Station, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) HARFORD B. KIRK, *President.*  
HENRY SPRATLEY, *Secretary.*



(No. 42.)

**HERKIMER AND MOHAWK STREET.**

STATE OF NEW YORK, }  
*Herkimer County,* } ss.:

MARCUS W. RASBACH, Treasurer, and VALENTINE DAGER, acting Superintendent of operations of the Herkimer and Mohawk Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)      **MARCUS W. RASBACH,**  
                          **VALENTINE DAGER.**

Subscribed and sworn to before me, }  
 this 15th day of November, 1878. }

JOHN W. VROMAN,  
*Notary Public, in and for Herkimer County.*

**STOCK AND DEBTS.**

Capital stock .....	\$20,000 00
Amount of stock subscribed .....	17,000 00
Amount paid in, as by last report .....	17,000 00
Total amount now paid in of capital stock. ....	17,000 00
Funded debt, as by last report .....	1,861 87
The amount now of funded debt* .....	1,861 87
Total amount now of funded and floating debt .....	1,861 87

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$15,259 31	\$15,259 31
For land, buildings and fixtures, including land	900 00	900 00
damages .....	2,702 56	2,702 56
For cars and sleighs .....		
Total cost of road and equipment .....	\$18,861 87	\$18,861 87

**CHARACTERISTICS OF ROAD.**

Length of road .....	1.55 miles.
Length of road laid .....	1.30 "
Weight of rail, per yard .....	25 pounds.
Number of passenger cars .....	3
Number of freight cars .....	1
Length of main line of road from Herkimer to Mohawk .....	1.55 miles.

\* This amount has been loaned or advanced to the construction account from the earnings of the road.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars ..... 55,864

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers..... 10 cents.  
For way passengers..... 5 c. by tickets.

The average time consumed by passenger cars in passing over the road..... 12 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build-  
ings and fixtures ..... \$66 55  
Taxes on real estate ..... 333 65  
Total cost of maintaining road and real estate ..... \$400 20

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Officers, clerks, agents, and office expenses ..... \$9 46  
Conductors..... 623 50  
Repairs of cars and sleighs..... 55 57  
Fuel, gas, and lights..... 25 10  
Oil and waste ..... 2 50  
Rents, including use of other roads, ferries, etc..... 25 00  
Advertising and printing..... 26 49  
Contingencies: hauling cars \* ..... 1,470 00  
Total expense of operating road, and repairs..... \$2,237 62

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers..... \$3,546 00  
Express ..... \$257 75  
United States mail ..... 150 00  
Total receipts ..... \$3,953 75

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs ..... \$2,637 82  
For dividends on stock—amount and rate per cent, 5 per cent... 850 00  
Total payments during the year ..... \$3,487 82

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

WILLIAM SMITH ..... Herkimer, N. Y.  
M. W. RASBACH ..... Herkimer, N. Y.  
S. W. LINTS ..... Herkimer, N. Y.  
VALENTINE DAGER ..... Herkimer, N. Y.  
SAMUEL EARL ..... Herkimer, N. Y.  
C. W. PALMER ..... Herkimer, N. Y.  
O. W. BRONSON ..... Mohawk, N. Y.

WILLIAM SMITH ..... President.  
M. W. RASBACH ..... Treasurer.  
S. W. LINTS ..... Secretary.  
VALENTINE DAGER ..... Superintendent.

\* Cars drawn by contract.

Communications intended for this company should be addressed, M. W. RASBACH, No. 32 Prospect street, Herkimer, Herkimer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) **MARCUS W. RASBACH, Treasurer.**  
**VALENTINE DAGER, Supt.**

(No. 43.)

**HOUSTON, WEST STREET AND PAVONIA FERRY.**

STATE OF NEW YORK, }  
*New York City and County,* } ss.:

JOHN D. OXNER, Vice-President and acting Superintendent of operations of the Houston, West Street and Pavonia Ferry Railroad Company, being duly sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) **J. D. OXNER.**

Subscribed and sworn to before me, }  
 this 25th day of November, 1878. }

**HIRAM W. ECLES,**  
*Commissioner of Deeds.*

**STOCK AND DEBTS.**

Capital stock.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in, as by last report.....	238,750 00
Total amount now paid in of capital stock.....	250,000 00
Funded debt, as by last report.....	478,500 00
Total amount now of funded debt.....	478,500 00
Floating debt, as by last report.....	25,000 00
The amount now of floating debt.....	24,000 00
Total amount now of funded and floating debt.....	502,500 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$117,598 00	\$117,598 00
For land, buildings and fixtures, including land		
damages.....	82,402 00	82,402 00
For horses and harness.....	50,000 00	50,000 00
For cars, trucks, carts, snow sweeper, and plows,	50,000 00	50,000 00
Total cost of road and equipment.....	\$300,000 00	\$300,000 00



On the 25th day of May, 1874, the real estate, tracks, franchises, etc., of the Avenue C Railroad Company were sold by Shepard Knapp, Trustee named in mortgages, at public auction, to John Lowery, E. Beadleston, and S. F. Knapp, Trustees, for \$300,000, who, with others associated, formed and organized under the name and title of the Houston, West Street and Pavonia Ferry Railroad Company, filing articles of association June 3, 1874.

## CHARACTERISTICS OF ROAD.

Length of road .....	6.700 miles.
Length of road laid .....	7.644 "
Length of double track, including sidings .....	4.210 "
Weight of rail, per yard .....	43 and 60 lbs.
Number of passenger cars .....	47
Number of horses .....	330
Length of main line of road from Grand Central Depot, Forty-second street and Fourth avenue, to West and Chambers streets .....	5.181 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	3,357,261
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For way passengers .....	5 cents.
The average time consumed by passenger cars in passing over the road .....	1 hour.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$21,691 91
Taxes on real estate .....	1,285 25
Total cost of maintaining road and real estate .....	\$22,977 16

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$3,500 00
Officers, clerks, agents, and office expenses .....	4,112 80
Conductors, drivers, and engineers on dummy cars .....	25,561 24
Watchmen, starters, switchmen, roadmen, etc. ....	12,648 58
Repairs of cars and sleighs .....	12,180 61
Repairs of harness, including material and labor .....	1,303 57
Horseshoeing, including material and labor .....	4,638 48
Horses and mules .....	8,705 00
Stable expenses .....	13,829 91
Feed, grain, hay, etc., including expense of grinding .....	24,985 54
Fuel, gas, and lights .....	1,750 76
Oil and waste .....	114 57
Water tax .....	294 75
Damages to persons and property, including medical attendance .....	103 00
Law expenses .....	200 00
Rents, including use of other roads, ferries, etc. ....	6,986 16
Insurance .....	1,207 02
Advertising and printing .....	682 87
Snow expenses .....	864 70
Contingencies .....	835 78

Total expense of operating road, and repairs .....	\$123,505 34
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## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....		\$167,863 05
Rent of tracks .....		8,000 00
Unclaimed money .....	\$11 77	
Car and damages .....	1,788 97	
Harness .....	5 79	
Brooms and medicines .....	7 57	
Waste paper and advertising .....	87 07	
Interest .....	1,680 00	
Old iron and timber .....	909 79	
Tickets .....	4 20	
Horseshoes .....	400 51	
Horses .....	2,583 00	
Wood and wire .....	133 54	
Curry combs, etc .....	1 75	
Manure .....	805 57	
		8,419 53
Cash on hand September 30, 1877. ....		5,542 53
Total receipts .....		\$189,825 11

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$146,482 50
For interest .....	36,672 61
Paid on floating debt .....	\$1,000 00
Cash on hand September 30, 1878 .....	5,670 00
Total payments during the year .....	\$189,825 11

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 14 .....	....	....	....	....	....	1	....	1
1878.								
January 10 .....	....	1	....	....	....	....	....	1
January 13 .....	....	1	....	....	....	....	....	1
January 25 .....	....	1	....	....	....	....	....	1
June 15 .....	....	....	....	....	....	1	....	1
August 24 .....	....	....	....	....	1	....	1	....
Totals .....	....	3	....	....	1	2	1	5

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

November 14. Some boys from the Eleventh Street Lodging-house School came into our depot and commenced pushing the cars on the track, and one of them had his head bruised somewhat between the cars and a post.

1878.

January 10. Mrs. Lavenia Hawkins, of No. 46 York street, Jersey City, while getting off car No. 25, at Chambers street, slipped and fell, receiving very slight injuries.

January 18. While car No. 11 was coming down Stanton street, the brake chain broke, and for a moment the car had quite the advantage of the driver, until the rear brake was applied, during which Martha Harring, of No. 127 Stillman avenue, Brooklyn, became frightened and jumped from the car and was slightly injured, with no blame only to herself.

January 25. While car No. 30 was crossing the Bowery, from Prince to Stanton street, and going very moderate, car No. 200, of the Third Avenue Railroad Company, coming down very fast, the driver could not stop his car, and a collision occurred (with no blame to our driver), and Mrs. Mary L. Haggerty, of No. 21 Charlton street, a passenger in our car, was injured by the shock of the cars coming together.

June 15. As car No. 15 was coming up Avenue C, Henry Beneman, of No. 67 Avenue C, being deaf and dumb, ran against the horses, which were stopped promptly by the driver, and received slight injuries, from which he soon recovered.

August 24. While car No. 23 was passing through Pitt street, Teresa Lulley, aged three years and five months, of No. 127 Pitt street, ran against the horses of said car, and fell down; the driver stopped the car just as the forward wheel came up to her; although she had received injuries from which she died in about three hours, the coroner's jury exonerated the driver from all blame.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

JOHN LOWRY.....	34 East Fourteenth street.
JOHN D. OXNER.....	271 Seventh street.
JOSEPH W. DOUGLASS.....	180 Chatham square.
DANIEL F. TYLER.....	1 and 3 Third avenue.
JACOB MILLER.....	49 Broad street.
E. BEADLESTON.....	1 and 3 Third avenue.
JOHN G. DEITZ.....	Park Avenue Hotel.
D. B. HASBROOK.....	300 Mulberry street.
ABRAHAM LENT.....	753 Broadway.
S. F. KNAPP.....	Washington Heights.
A. D. BARBER.....	Utica, N. Y.
H. D. DENISON.....	Syracuse, N. Y.
M. G. THOMSON.....	Utica, N. Y.

JOHN LOWRY.....	President.
JOSEPH W. DOUGLASS.....	Treasurer.
DANIEL F. TYLER.....	Secretary.
J. D. OXNER.....	Vice-President and Superintendent.

Communications intended for this company should be addressed, J. D. OXNER, Vice-President, No. 415 East Tenth street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed)      J. D. OXNER, *Vice-President and Supt.*



(No. 44)

**JAMAICA, WOODHAVEN AND BROOKLYN.**

STATE OF NEW YORK, }  
*Queens County,* } ss.:

A. A. DEGRAUW, Jr., Secretary and Treasurer, and WILLIAM M. SCOTT, acting Superintendent of operations of the Jamaica, Woodhaven and Brooklyn Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) A. A. DEGRAUW, JR.,  
 WILLIAM M. SCOTT.

Subscribed and sworn to before me, }  
 this 5th day of October, 1878. }

G. C. McKEE,  
*Notary Public, in and for Queens County.*

**STOCK AND DEBTS.**

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report .....	100,000 00
Total amount now paid in of capital stock .....	100,000 00

**COST OF ROAD AND EQUIPMENT.**

Total cost of road and equipment*.....	\$100,000 00
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**CHARACTERISTICS OF ROAD.**

Length of road.....	6.25 miles.
Length of road laid .....	6.25 "
Length of double track, including sidings .....	4.50 "
Weight of rail, per yard .....	46 to 50 lbs.
Number of passenger cars .....	21
Number of snow plows .....	2
Number of horses and mules.....	25
Length of main line of road from Jamaica to East New York .....	6.25 miles.

**DOINGS OF THE YEAR IN TRANSPORTATION.**

Number of passengers (all classes) carried in cars .....	154,460
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**THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:**

For through passengers.....	15 cents.
For way passengers .....	10, 5, and 2 cts.

The average time consumed by passenger cars in passing over the road from Jamaica to East New York .....	55 minutes.
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\* Purchased under foreclosure of mortgage.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$200 50
Taxes on real estate .....	207 16
Total cost of maintaining road and real estate .....	<u>\$407 66</u>

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	}	\$1,000 00
Officers, clerks, agents, and office expenses .....		
Conductors, drivers, and engineers on dummy cars .....		2,439 81
Watchmen, starters, switchmen, roadmen, etc.....		1,192 00
Repairs of cars and sleighs .....		978 69
Repairs of harness, including material and labor .....		45 00
Horseshoeing, including material and labor .....		737 38
Stable expenses .....		1,645 75
Feed, grain, hay, etc., including expense of grinding .....		3,736 33
Fuel, gas, and lights .....		83 50
Oil and waste .....		22 40
Rents, including use of other roads, ferries, etc.....		100 00
Insurance .....		370 00
Advertising and printing .....		47 30
Total expense of operating road, and repairs .....		\$12,388 16

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$14,196 50
Way tickets .....	\$433 00
Horses .....	590 00
Manure .....	300 00
Rent .....	993 50
	<u>2,316 50</u>
Total receipts .....	<u>\$16,513 00</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	<u>\$12,795 82</u>
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

GEORGE DURLAND .....	Jamaica.
A. A. DEGRAUW, Jr. ....	Jamaica.
GEORGE L. PECK .....	Jamaica.
GEORGE C. MCKEE .....	Jamaica.
JOHN McLAUGHLIN .....	Jamaica.
CHAS. A. WILLETTTS .....	Flushing.
ALONZO B. WRIGHT .....	Flushing.
WM. A. WARNOCK .....	Brooklyn.
RICHARD POILLON .....	New York.

GEORGE DURLAND .....	President.
A. A. DEGRAUW, Jr. ....	Treasurer and Secretary.
WM. M. SCOTT .....	Superintendent.

Communications intended for this company should be addressed, Jamaica, Queens county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed) A. A. DEGRAUW, Jr., *Secretary and Treasurer.*  
WM. M. SCOTT, *Superintendent.*

(No. 45.)

### JEROME PARK BRANCH.

STATE OF NEW YORK, }  
New York County, } ss.:

LEONARD W. JEROME, President, and D. OGDEN BRADLEY, Treasurer of Jerome Park Branch Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) LEONARD W. JEROME,  
D. O. BRADLEY.

Subscribed and sworn to before me, }  
this 28th day of October, 1878. }

PIERRE W. WILDEY,  
*Notary Public.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$10,000 00
Amount of stock subscribed .....	10,000 00
Amount paid in, as by last report....	1,000 00
Total amount now paid in of capital stock.....	1,000 00

This corporation has been involved in litigations relative to its right of way. It is possible that there may be unaudited and unpaid attorney's bills; there are no other floating debts; nothing has yet been done in or about the enterprise except an effort to thus secure the right of way.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

LEONARD W. JEROME .....	New York City.
FRANCIS SKIDDY.....	New York City.
LAWRENCE R. JEROME .....	New York City.
THOMAS M. FOOTE.....	New York City.
JOHN TRAVERS, JR.....	New York City.
D. O. BRADLEY.....	Dobbs' Ferry, N. Y.
WM. CONSTABLE.....	New York City.
THEODORE MOSS.....	New York City.
FRANK WORK .....	New York City.
CHARLES W. BATHGATE .....	New York City.
WM. T. ALDRICH .....	New York City.
EUGENE M. JEROME .....	New York City.
JOHN HUNTER.....	New York City.

LEONARD W. JEROME .....

THOMAS M. FOOTE.....

D. O. BRADLEY .....

President, New York City.

Secretary, New York City.

Treasurer.



Communications intended for this company should be addressed, D. O. BRADLEY, 73 Broadway, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) LEONARD W. JEROME, *President.*

D. O. BRADLEY, *Treasurer.*

(No. 46.)

JOHNSTOWN, GLOVERSVILLE AND KINGSBORO,

LESSOR.

STATE OF NEW YORK, } ss.:  
Fulton County, }

J. McLAREN, Treasurer of the Johnstown, Gloversville and Kingsboro Horse Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. McLAREN.

Subscribed and sworn to before me, }  
this 10th day of October, 1878. }

C. F. BRIGGS,

*Notary Public, Fulton County, N. Y.*

STOCK AND DEBTS.

Capital stock, as by charter .....	\$50,000 00
Amount of stock subscribed .....	46,600 00
Amount paid in, as by last report. ....	40,200 00
Total amount now paid in of capital stock * .....	50,000 00
Funded debt, as by last report. ....	5,000 00
Total amount now of funded debt. ....	5,000 00
Total amount now of funded and floating debt. ....	5,000 00
Average rate, per annum, of interest on funded debt. ....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$40,862 20	\$40,862 20
For land, buildings and fixtures, including land		
damages .....	3,839 77	3,839 77
For dummy cars, horses, mules, and harness ....	2,865 73	2,700 73
For cars and sleighs .....	3,146 00	3,146 00
Total cost of road and equipment .....	\$50,713 70	\$50,548 70

\* NOTE — The company has purchased two shares of its stock, and canceled them, and has made a stock dividend of 25 per cent on \$40,000, thus making the capital stock \$50,000.

# RAILROAD REPORT.

755

## CHARACTERISTICS OF ROAD.

Length of road.....	5.77 miles.
Length of road laid.....	4.08 "
Length of double track, including sidings.....	.0336 "
Weight of rail, per yard.....	26 pounds.
Number of passenger cars.....	6
Number of horses and mules.....	17
Length of main line of road from Johnstown to Kingsboro .....	5.77 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	32,930
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 and 10 "

The average time consumed by passenger cars in passing over the road.....	35 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$109 05
Taxes on real estate.....	354 55
Total cost of maintaining road and real estate.....	\$463 60

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$217 00
Officers, clerks, agents, and office expenses.....	144 51
Conductors, drivers, and engineers on dummy cars.....	250 76
Repairs of cars and sleighs.....	14 40
Repairs of harness, including material and labor.....	11 45
Horseshoeing, including material and labor.....	90 14
Stable expenses.....	221 57
Feed, grain, hay, etc., including expense of grinding.....	281 55
Fuel, gas, and lights.....	8 36
Oil and waste.....	21 88
Law expenses.....	50 00
Rents, including use of other roads, ferries, etc.....	150 00
Insurance.....	83 25
Advertising and printing.....	11 70
Contingencies.....	17 37
Total expense of operating road, and repairs .....	\$1,573 94

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers.....	\$2,470 00
House sold.....	\$51 05
Rent.....	1,062 48
Feed, etc., sold.....	128 61
	1,242 14
Total receipts.....	\$3,712 14

NOTE.—The above expenses were for three months and 19 days, being the time the road was run by the company.

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$2,037 54
For interest .....	354 00
* For dividends on stock—amount and rate per cent.....	800 00
Sundries .....	125 77
Total payments during the year .....	<u>\$3,317 31</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

NICHOLAS H. DECKER .....	New York.
RICHARD FANCHER.....	Johnstown.
THOMAS R. BRIGGS.....	Johnstown.
JAMES YOUNGLOVE.....	Johnstown.
JOHN McLAREN .....	Johnstown.
MAX MAYLANDER .....	
DANIEL B. JUDSON ....	Kingsboro.
JONATHAN RICKETTS.....	
GEO. A. STREETER.....	
ISAAC V. PLACE.....	Gloversville.
McINTYRE FRASER.....	Johnstown.
IRA LEE .....	Johnstown.
JOHN B. MATTHEWS.....	Johnstown.

NICHOLAS H. DECKER. .... President, New York.

JOHN McLAREN.... Treasurer and Secretary, Johnstown.

Communications intended for this company should be addressed, J. McLAREN, Treasurer, Johnstown, Fulton county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. McLAREN, *Treasurer.*

(No. 47.)

## JOHNSTOWN, GLOVERSVILLE AND KINGSBORO,

LESSEE.

STATE OF NEW YORK, } ss.:  
Fulton County, }

J. LEWIS WAY, acting Superintendent of operations of the Johnstown, Gloversville and Kingsboro Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. LEWIS WAY.

Subscribed and sworn to before me, }  
this 18th day of October, 1878. }

RICHARD MURRAY,

*Justice of the Peace.*

\* NOTE.—A dividend in stock of 25 per cent has also been made.



# RAILROAD REPORT.

757

## CHARACTERISTICS OF ROAD.

Length of road.....	5. 77 miles.
Length of road laid.....	4. 08 "
Length of double track, including sidings.....	.336 "
Weight of rail, per yard.....	26 pounds.
Number of passenger cars.....	6
Number of horses and mules.....	16
Length of main line of road from Johnstown to Kingsboro.....	5.77 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, estimated.....	123,176
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers.....	5 & 10 "

The average time consumed by passenger cars in passing over the road.....	40 minutes.
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These doings are for eight months and 12 days—the time N. H. Decker, lessee, run the road.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$161 55
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$450 00
Officers, clerks, agents, and office expenses.....	225 25
Conductors, drivers, and engineers on dummy cars.....	627 36
Repairs of cars and sleighs.....	111 96
Repairs of harness, including material and labor.....	55 49
Horseshoeing, including material and labor.....	180 47
Horses and mules.....	250 00
Stable expenses.....	495 17
Feed, grain, hay, etc., including expense of grinding.....	1,866 41
Fuel, gas, and lights.....	57 17
Oil and waste.....	15 00
Damages to persons and property, including medical attendance....	4 00
Rents, including use of other roads, ferries, etc.....	2,929 99
Advertising and printing.....	21 50
Contingencies.....	34 56

Total expense of operating road, and repairs.....	\$7,324 33
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## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers.....	\$6,656 55
Broken glass.....	\$1 25
Loan.....	828 08
	829 33
Total receipts.....	\$7,485 88

### PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$7,485 88
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Communications intended for this company should be addressed, J. L. WAY, Superintendent, Johnstown, Fulton county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) J. L. WAY, *Superintendent.*

(No. 48.)

### KINGSTON AND RONDOUT.

STATE OF NEW YORK, } ss.:  
Ulster County, }

REUBEN BERNARD, President, and HENRY W. WINNE, acting Superintendent of operations of the Kingston and Rondout Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

R. BERNARD,  
HENRY W. WINNE.

Subscribed and sworn to before me, }  
this 11th day of October, 1878. }

S. LEFEVER, *Notary Public.*

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$125,000 00
Amount of stock subscribed.....	125,000 00
Amount paid in, as by last report.....	75,000 00
Total amount now paid in of capital stock.....	75,000 00
Funded debt, as by last report.....	15,000 00
Total amount now of funded debt.....	15,000 00
Floating debt, as by last report.....	2,130 05
The amount now of floating debt.....	2,330 61
Total amount now of funded and floating debt.....	17,330 61
Average rate, per annum, of interest on funded debt.....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$47,020 17	\$46,886 14
For land, buildings and fixtures, including land		
damages.....	24,346 98	23,296 98
For dummy cars, horses, mules, and harness...	11,618 13	12,233 13
For cars and sleighs.....	9,932 28	10,098 60
Total cost of road and equipment.....	\$92,917 56	\$92,519 85

The amount expended for land, etc., in the foregoing table, represents, in part, as follows:

At the time this company was organized the Union Plank-road Company owned, by charter, the only feasible route between the villages of Kingston and Rondout. The Kingston and Rondout Railroad Company were compelled, in order to procure right of way, to purchase the franchise of the Union Plank-road Company for the sum of \$24,500, and maintained the toll-gate of the Plank-road Company, between the two villages aforesaid, until 1878. The villages of Kingston and Rondout were consolidated into the city of Kingston, and in 1878 the Kingston and Rondout Railroad Company abandoned the toll-gate and charged to profit and loss the sum of \$20,919.87, being a loss to that amount to the railroad company.

## CHARACTERISTICS OF ROAD.

Length of road .....	3.35 miles.
Length of road laid.....	3.35 "
Length of double track, including sidings .....	.38 "
Weight of rail, per yard .....	37 pounds.
Number of passenger cars.....	8
Number of horses and mules.....	23
Length of main line of road from Kingston to Rondout.....	3.35 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	134,023
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	10 cents.
For way passengers .....	5 "

The average time consumed by passenger cars in passing over the road .....	40 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures .....	\$313 86
Taxes on real estate .....	176 09
Total cost of maintaining road and real estate .....	\$489 95

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$2,000 00
Officers, clerks, agents, and office expenses .....	50 00
Conductors, drivers, and engineers on dummy cars .....	1,681 00
Watchmen, starters, switchmen, roadmen, etc.....	770 25
Repairs of cars and sleighs .....	341 32
Repairs of harness, including material and labor .....	114 85
Horseshoeing, including material and labor .....	566 87
Horses and mules .....	445 00
Stable expenses .....	957 58
Feed, grain, hay, etc., including expense of grinding .....	3,023 38
Fuel, gas, and lights .....	55 20
Oil and waste .....	98 27
Law expenses .....	420 47
Insurance .....	380 27
Contingencies .....	414 60
Total expense of operating road, and repairs.....	\$11,319 06



## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$10,201 19
Tolls received :	
Union avenue gate. ....	236 81
Wilbur branch .....	50 00
Total receipts .....	\$10,488 00

## PAYMENTS OTHER THAN FOR CONSTRUCTION:

For transportation expenses, maintenance, and repairs .....	\$11,809 01
For interest .....	140 00
Total payments during the year .....	\$11,949 01

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

REUBEN BERNARD .....	Kingston, N. Y.
ELIAS T. VAN NOSTRUM .....	Kingston, N. Y.
BENJAMIN J. WINNE .....	Kingston, N. Y.
HENRY W. WINNE .....	Kingston, N. Y.
JOHN W. COLE .....	Kingston, N. Y.
MANASSAH LONGYEAR .....	Kingston, N. Y.
SAMUEL G. DIMMICK .....	Kingston, N. Y.
DAVIS WINNE .....	The Corner.
EDWARD O'RILEY .....	Rondout.

R. BERNARD .....	President, Kingston.
C. H. VAN GAASBEEK .....	Treasurer, Kingston.
S. G. DIMMICK .....	Secretary, Kingston.
H. W. WINNE .....	Superintendent, Kingston.

Communications intended for this company should be addressed, SAMUEL G. DIMMICK, Wall street, Kingston, Ulster county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. BERNARD, *President.*  
HENRY W. WINNE, *Superintendent.*

(No. 49.)

## LONG ISLAND CITY AND CALVARY CEMETERY.

STATE OF NEW YORK, }  
Kings County, } ss.:

PATRICK J. GLEASON, President, and JOHN H. COURTNEY, Secretary of the Long Island City and Calvary Cemetery Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has

been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

P. J. GLEASON,  
JOHN H. COURTNEY.

Subscribed and sworn to before me, }  
this 20th day of December, 1878. }

WM. C. THORP,

*Commissioner of Deeds.*

#### STOCK AND DEBTS.

Capital stock, as by charter .....	\$100,000 00
Amount of stock subscribed .....	60,000 00
Amount paid in, as by last report. ....	60,000 00
Total amount now paid in of capital stock. ....	60,000 00
Funded debt, as by last report. ....	50,000 00
Total amount now of funded debt. ....	50,000 00
Total amount now of funded and floating debt. ....	50,000 00
Average rate, per annum, of interest on funded debt. ....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$20,300 00	\$20,900 00
For dummy cars, horses, mules, and harness...	8,490 00	9,290 00
Total cost of road and equipment .....	\$28,790 00	\$30,190 00

#### CHARACTERISTICS OF ROAD.

Length of road .....	5 miles.
Length of road laid .....	2 " "
Length of double track, including sidings. ....	3 " "
Weight of rail, per yard. ....	35 and 55 lbs.
Number of passenger cars. ....	7
Number of horses and mules. ....	11
Length of main line of road from Long Island City to Winfield .....	5 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. ....	25,000
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#### THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers. ....	4 and 7 cents.
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The average time consumed by passenger cars in passing over the road .....	17 minutes.
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#### EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$1,570 00
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars.....	\$468 00
Repairs of cars and sleighs.....	50 00
Repairs of harness, including material and labor.....	25 00
Horseshoeing, including material and labor.....	60 00
Horses and mules.....	100 00
Stable expenses.....	125 00
Feed, grain, hay, etc., including expense of grinding.....	175 00
Oil and waste.....	5 00
Water tax.....	5 00
Rents, including use of other roads, ferries, etc.....	300 00
Advertising and printing.....	4 25
Total expense of operating road, and repairs.....	<u>\$1,317 25</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$1,625 00
Manure.....	\$10 00
Sale of horses.....	20 00
	<u>30 00</u>
Total receipts.....	<u>\$1,655 00</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	<u>\$2,887 25</u>
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This road has not been in operation during the past year but for only 30 days. This prevention of traffic was caused by the building of a bridge on the line of the road by the improvement commissioners.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JAMES LAMB.....	Brooklyn.
STEPHEN SIMMONS.....	Brooklyn.
PETER F. DELANEY.....	Brooklyn.
ALEXANDER MORAN.....	Long Island City.
JOHN H. COURTNEY.....	Brooklyn.
JOHN SIGERSON.....	New York City.
JOHN J. BLAIR.....	New York City.
PATRICK J. GLEASON.....	Brooklyn.
P. McCAFFERTY.....	Brooklyn.
M. J. DELEHANTY.....	Long Island City.
PETER LANGAN.....	Brooklyn.
TIMOTHY GLEASON.....	Brooklyn.
H. S. DE BEVOISE.....	Long Island City.

P. J. GLEASON..... President, Treasurer, and Superintendent.

JOHN H. COURTNEY..... Secretary.

Communications intended for this company should be addressed, Long Island City, Queens county, N. Y.

NOTE. — Report not signed.

State Engineer and Surveyor.



(No. 50.)

## LONG ISLAND CITY SHORE.

STATE OF NEW YORK, }  
*New York County,* } ss.:

JAMES M. FREEMAN, Treasurer, and ISAAC CUNDY, acting Superintendent of operations of the Long Island City Shore Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAS. M. FREEMAN,  
 ISAAC CUNDY.

Subscribed and sworn to before me, }  
 this 27th day of November, 1878. }

JAMES TAYLOR,  
*Notary Public, New York.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$75,000 00
Amount of stock subscribed .....	75,000 00
Amount paid in, as by last report .....	75,000 00
Total amount now paid in of capital stock .....	75,000 00
Funded debt, as by last report .....	135,000 00
Total amount now of funded debt .....	135,000 00
Floating debt, as by last report .....	14,931 87
The amount now of floating debt .....	12,691 87
Total amount now of funded and floating debt .....	147,691 87
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$156,302 34	\$158,143 97
For land, buildings and fixtures, including land		
damages .....	3,132 26	3,235 04
For dummy cars, horses, mules, and harness....	5,399 31	5,551 23
For cars and sleighs .....	5,626 62	5,892 01
Total cost of road and equipment .....	\$170,460 53	\$172,822 25

## CHARACTERISTICS OF ROAD.

Length of road, about .....	7.50 miles.
Length of road laid, about .....	7.50 "
Length of double track, including sidings .....	4 "

Weight of rail, per yard .....	38, 40, & 50 lbs.
Number of passenger cars .....	12
Number of horses and mules .....	51
Length of main line of road from Hunter's Point to Astoria. ....	3 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	450,874
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	8 cents.
For way passengers .....	5 "
The average time consumed by passenger cars in passing over the road. ....	30 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures. ....	\$1,163 94
Taxes on real estate .....	7 91
Total cost of maintaining road and real estate .....	\$1,171 85

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$914 25
Officers, clerks, agents and office expenses. ....	134 00
Conductors, drivers, and engineers on dummy cars. ....	6,424 85
Watchmen, starters, switchmen, roadmen, etc. ....	1,061 63
Repairs of cars and sleighs. ....	390 93
Repairs of harness, including material and labor. ....	198 48
Horseshoeing, including material and labor. ....	946 63
Horses and mules. ....	103 07
Stable expenses .....	2,160 17
Feed, grain, hay, etc., including expense of grinding .....	5,091 70
Fuel, gas, and lights. ....	72 12
Oil and waste. ....	100 85
Water tax. ....	4 00
Law expenses .....	112 25
Rents, including use of other roads, ferries, etc. ....	200 00
Insurance. ....	261 87
Advertising and printing. ....	105 14
Contingencies. ....	171 43
Total expense of operating road, and repairs. ....	\$18,393 37

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$22,543 71
Chartered cars .....	\$38 00
Subscriptions .....	322 50
Advertising .....	101 50
Manure. ....	97 00
Blacksmithing work .....	48 86
	607 86
Total receipts .....	\$23,151 57

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$19,565 22
Reduction of floating debt.....	2,240 00
Interest on floating debt.....	87 59
Total payments during the year .....	<u>\$21,892 81</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

PLINY FREEMAN .....	Ravenswood.
JAMES M. FREEMAN .....	Ravenswood.
J. H. HOPKINS.....	Ravenswood.
JOHN H. WRIGHT.....	Brooklyn.
WILLIAM WORL.....	New York.
J. N. WORL.....	Ravenswood.
WILLIAM BRIDGES .....	Hunter's Point.
GEORGE W. WARREN .....	New York.
THOMAS DARRAGH.....	New York.
R. SEWELL .....	New York.
CHARLES W. BEEBE.....	Ravenswood.
JOHN G. FREEMAN.....	Ravenswood.
A. A. BAKER.....	Ravenswood.

PLINY FREEMAN..... President.

JAMES M. FREEMAN..... Treasurer and Secretary.

ISAAC CUNDY..... Superintendent.

Communications intended for this company should be addressed, Ravenswood, Queens county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JAMES M. FREEMAN, *President.*  
ISAAC CUNDY, *Superintendent.*

(No 51.)

## MOHAWK AND ILION.

STATE OF NEW YORK, } ss.:  
Herkimer County, }

JOHN F. HOSCH, Vice-President, and A. D. MARSHALL, Treasurer of the Mohawk and Ilion Horse Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN F. HOSCH,  
A. D. MARSHALL.

Subscribed and sworn to before me, }  
this 30th day of November, 1878. }

S. E. COB,

*Notary Public, Herkimer County, N. Y.*



## STOCK AND DEBTS.

Capital stock, as by charter .....	\$15,000 00
Amount of stock subscribed .....	15,000 00
Amount paid in, as by last report .....	15,000 00
Total amount now paid in of capital stock .....	<u>15,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$12,500 00	\$12,500 00
For land, buildings and fixtures, including land damages .....	2,500 00	2,500 00
For cars and sleighs .....	3,800 00	3,800 00
Total cost of road and equipment .....	<u>\$18,300 00</u>	<u>\$18,300 00</u>

## CHARACTERISTICS OF ROAD.

Length of road .....	1.75 miles.
Length of road laid .....	1.75 "
Weight of rail per yard .....	30 pounds.
Number of passenger cars .....	4
Number of freight cars .....	1
Length of main line of road from Mohawk to Ilion .....	<u>1.75 miles.</u>

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	<u>63,275</u>
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 and 10 cents.
For way passengers .....	<u>5 "</u>

The average time consumed by passenger cars in passing over the road .....	<u>12 minutes.</u>
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## EXPENSES OF OPERATING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$155 42
Taxes on real estate .....	313 05
Total cost of maintaining road and real estate .....	<u>\$468 47</u>

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Conductors, drivers, and engineers on dummy cars .....	\$412 50
Watchmen, starters, switchmen, roadmen, etc. ....	135 25
Repairs of cars and sleighs .....	117 56
Fuel, gas, and lights .....	12 89
Oil and waste .....	9 39
Law expenses .....	5 50
Advertising and printing .....	28 70
Towing cars .....	1,642 00
Total expense of operating road, and repairs .....	<u>\$2,363 79</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$3,505 05
From freight.....	30 25
Total receipts .....	<u>\$3,535 30</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$2,832 76
For dividends on stock—amount and rate per cent, 8 per cent. . .	1,200 00
Total payments during the year .....	<u>\$4,032 76</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

L. L. LOWELL .....	Mohawk, N. Y.
O. W. BRONSON.....	Mohawk, N. Y.
J. F. HOSCH .....	Mohawk, N. Y.
JACOB DEVENDORF.....	Mohawk, N. Y.
A. D. MARSHALL .....	Mohawk, N. Y.
H. D. ALEXANDER .....	Mohawk, N. Y.
JOHN BROWN.....	Mohawk, N. Y.

O. W. BRONSON .....	President.
A. D. MARSHALL .....	Treasurer.
H. D. ALEXANDER.....	Secretary.
JOHN RULESON .....	Superintendent.

Communications intended for this company should be addressed, H. D. ALEXANDER, Secretary, Mohawk, Herkimer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOHN F. HOSCH, *Vice-President.*  
A. D. MARSHALL, *Treasurer.*

(No. 52.)

## NEW BRIGHTON AND ONONDAGA VALLEY.

STATE OF NEW YORK, }  
Onondaga County, } ss.:

MATTHIAS BRITTON, President, and JUSTUS NEWELL, Secretary, and acting Superintendent of operations of the New Brighton and Onondaga Valley Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) MATTHIAS BRITTON,  
JUSTUS NEWELL.

Subscribed and sworn to before me, }  
this 9th day of December, 1878. }

R. A. BONTA,  
*Notary Public, Syracuse, N. Y.*

## STOCK AND DEBTS.

Capital stock.....	\$16,000 00
Amount of stock subscribed.....	16,000 00
Amount paid in, as by last report.....	8,000 00
Total amount now paid in of capital stock.....	8,000 00
Funded debt, as by last report.....	4,500 00
Total amount now of funded debt.....	4,300 00
The amount now of floating debt.....	800 00
Total amount now of funded and floating debt.....	5,100 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$6,115 00	\$6,115 00
For land, buildings and fixtures, including land		
damages.....	400 00	400 00
For dummy cars, horses, mules, and harness...	3,200 00	3,200 00
For cars and sleighs.....	1,020 00	1,020 00
Total cost of road and equipment.....	\$10,735 00	\$10,735 00

## CHARACTERISTICS OF ROAD.

Length of road.....	1 $\frac{1}{4}$ miles.
Length of road laid.....	1 $\frac{1}{4}$ "
Length of double track, including sidings.....	10 rods.
Weight of rail, per yard.....	16 and 35 lbs.
Number of dummy cars.....	1
Number of passenger cars.....	2
Number of horses and mules.....	4
Length of main line of road from New Brighton to Patterson's Corners.....	1 $\frac{1}{4}$ miles.

## ' DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	51,600
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	8 cents.
For way passengers.....	2, 3, & 6 "

The average time consumed by passenger cars in passing over the road.....	25 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$300 00
Taxes on real estate.....	29 26
Total cost of maintaining road and real estate.....	\$329 26



## RAILROAD REPORT.

769

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$100 00
Conductors, drivers, and engineers on dummy cars .....	540 00
Repairs of cars and sleighs .....	15 00
Repairs of harness, including material and labor .....	15 00
Horseshoeing, including material and labor .....	70 00
Horses and mules .....	40 00
Stable expenses .....	110 00
Feed, grain, hay, etc., including expense of grinding .....	275 00
Fuel, gas, and lights .....	25 00
Oil and waste .....	10 00
Rents, including use of other roads, ferries, etc .....	365 00
Advertising and printing .....	5 00
Total expense of operating road, and repairs .....	<u>\$1,570 00</u>

## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From passengers .....	\$2,439 00
Old iron .....	48 00
Total receipts .....	<u>\$2,487 00</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$1,899 26
For interest .....	371 00
Total payments during the year .....	<u>\$2,270 26</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

MATTHIAS BRITTON .....	Onondaga Valley.
GEORGE B. CLARK .....	Onondaga Valley.
JAMES ANDERSON .....	Onondaga Valley.
W. T. HAMILTON .....	Syracuse.
JUSTUS NEWELL .....	Syracuse.

MATTHIAS BRITTON..... President.

JUSTUS NEWELL..... Secretary, Treasurer, and Supt.

Communications intended for this company should be addressed, JUSTUS NEWELL, No. 306 South Salina street, Syracuse, Onondaga county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them, as far as practicable, and believe them to be correct.

(Signed)

MATTHIAS BRITTON, *President.*JUSTUS NEWELL, *Secretary and Supt.*

(No. 53.)

## NEW YORK, BROOKLYN AND SEA BEACH.

STATE OF NEW YORK, }  
*New York City and County,* } ss.:

JOHN L. LOGAN, President of the New York, Brooklyn and Sea Beach Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

Subscribed and sworn to before me, }  
 this 7th day of January, 1879. }

(Signed) JOHN L. LOGAN.

L. F. POST,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed, about .....	10,000 00
Amount paid in, as by last report .....	250 00
Total amount now paid in of capital stock .....	250 00

## CHARACTERISTICS OF ROAD.

Length of road.....	3¼ miles.
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

CHARLES E. BOGERT.....	New York.
EBENEZER HANFORD .....	New York.
HIRAM JOHNSON.....	Brooklyn.
THEODORE HOAGLAND .....	Bloomville, N. J.
FRANCIS J. KENNEDY .....	Brooklyn.
SAMUEL LAWRENCE .....	New York.
W. M. GIBSON .....	Brooklyn.
THOMAS MARSHALL .....	East Williamsburgh.
DANIEL DALY.....	New York.
W. O. SHAW .....	Brooklyn.
D. L. STURGES .....	New York.
MATTHEW DALEY .....	New York.
W. H. GAYLOR .....	Brooklyn.

JOHN L. LOGAN ..... { President, 25 East Twenty-ninth  
 street, New York.

J. W. BIGELOW ..... Treasurer, West 30th street, New York.

Communications intended for this company should be addressed, JOHN L. LOGAN, No. 59 Liberty street, New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN L. LOGAN, *President.*

(No. 54.)

## NEW YORK AND HARLEM.

STATE OF NEW YORK, }  
New York County, } ss.:

EDWARD V. W. ROSSITER, Treasurer, and GEORGE F. BONNEY, acting Superintendent of operations of the New York and Harlem Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

E. V. W. ROSSITER,  
GEO. F. BONNEY.

Subscribed and sworn to before me, }  
this 20th day of December, 1878. }

W. I. VAN ARSDALE,

Notary Public, New York County.

## STOCK AND DEBTS.

Capital stock .....	\$10,000,000 00
Amount of stock subscribed .....	9,450,000 00
Amount paid in, as by last report .....	9,050,000 00
Total amount now paid in of capital stock * .....	9,450,000 00
Funded debt, as by last report .....	10,617,329 00
Total amount now of funded debt .....	10,617,329 00
Floating debt, as by last report † .....	700,000 00
The amount now of floating debt † .....	700,000 00
Total amount now of funded and floating debt .....	11,317,329 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For graduation and masonry .....	\$17,835,509 24	\$17,886,916 24
For bridges .....		
Superstructure, including iron .....		
Passenger and freight stations, buildings and fixtures .....		
Engine and car houses, machine shops, machinery and fixtures .....		
Land, land damages, and fences .....	2,535,645 87	2,535,645 87
Real estate in New York city .....		
Locomotives and fixtures, and snow plows .....	363,706 26	363,706 26
Passenger and baggage cars .....	1,076,762 00	1,076,762 00
Freight and other cars .....		
Horses and stables .....	111,222 60	105,677 60
Total cost of road and equipment .....	\$21,922,845 97	\$21,968,707 97

\* The increase of \$400,000, in the capital stock, was for the purpose of financially adjusting the accounts for the construction of the Fourth avenue improvement.

† Bonds and mortgages on property in New York city.



The above is the cost of the entire line of this company, consisting of its steam and its city road; the former is leased to the New York Central and Hudson River Railroad Company, which will include in its report the characteristics and operations of that road. The statements hereinafter contained are those pertaining to the city road.

#### CHARACTERISTICS OF ROAD.

Length of road .....	5½ miles.
Length of road laid.....	5½ "
Length of double track, including sidings.....	7.02 "
Weight of rail, per yard .....	50 and 64 lbs.
Number of passenger cars .....	116
Number of horses.....	851
Length of main line of road from City Hall to Madison avenue and Eighty-sixth street.....	5½ miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	10,065,034
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#### THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 and 8 cents.
For way passengers .....	6 "

The average time consumed by passenger cars in passing over the road.....	1 hour.
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#### EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$24,792 58
Taxes on real estate.....	24,116 28
Total cost of maintaining road and real estate .....	\$48,908 86

#### EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	}	\$22,310 60
Officers, clerks, agents, and office expenses .....		
Conductors and drivers .....		183,556 86
Watchmen, starters, switchmen, roadmen, etc. ....		19,932 47
Repairs of cars.....		26,327 17
Repairs of harness, including material and labor .....		4,295 64
Horseshoeing, including material and labor .....		14,065 07
Horses.....		18,916 00
Stable expenses .....		53,798 62
Feed, grain, hay, etc., including expense of grinding .....		77,717 23
Fuel, gas, and lights.....		2,047 78
Oil and waste .....		220 63
Water tax.....		1,099 01
Damages to persons and property, including medical attendance....		772 06
Law expenses .....		3,558 90
Rents, including use of other roads, ferries, etc.....		200 00
Insurance.....		1,350 00
Advertising, printing, and stamps .....		1,639 87
Contingencies .....		3,548 80
Total expense of operating road, and repairs .....		\$378,416 70

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....		\$632,385 78
Haulage of cars .....	\$48,549 75	
Rents and interest .....	58,494 18	
Miscellaneous .....	4,534 13	
		<hr/> 111,578 06
Total receipts.....		<hr/> \$743,963 84

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$427,325 56
For dividends on stock—amount and rate per cent, one of 3 per cent .....	283,500 00
	<hr/>
Total payments during the year .....	<hr/> \$710,825 56

Under the lease to the New York Central and Hudson River Railroad Company, hereinbefore spoken of, that company paid the interest on the funded debt of this company, and also two dividends of four per cent each on its capital stock, as the rent to be paid by the terms of said lease.

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
October 8.....	....	....	....	....	1	....	1	....
October 22.....	....	....	....	....	....	1	....	1
November 30.....	....	....	1	....	....	....	1	....
December 1.....	....	....	....	....	....	1	....	1
1878.								
January 31.....	....	1	....	....	....	....	....	1
February 5.....	....	....	....	....	....	1	....	1
March 31.....	....	1	....	....	....	....	....	1
May 10.....	....	....	....	....	1	....	1	....
July 10.....	....	....	....	....	1	....	1	....
September 26.....	....	....	....	....	....	1	....	1
Totals .....	....	2	1	....	3	4	4	6

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

October 8. John Kearney, a boy, while riding on a freight car, fell off at Forty-second street, receiving injuries from which he died.

October 22. Martin Kane, a boy, in attempting to run across the track at Madison avenue and Sixty-fourth street, was knocked down and slightly injured by the horses of a passing car.

November 30. James Smith, a driver, fell from his car at Madison avenue and Forty-second street, and was fatally injured.

December 1. Patrick Pollard was knocked down and badly bruised by a runaway team on the Bowery.

1878.

January 31. M. J. Dillon, while riding on the front platform of a car, fell off in the Bowery and received slight injuries.

February 5. John H. Christian, deaf and partially blind, in attempting to cross Fourth avenue at Seventeenth street, ran against a car and was knocked down and badly bruised.

March 31. Edward Bauer fell from the platform of a car at Forty-seventh street and fractured his arm.

May 10. Chas. Fuhr, a child 19 months old, while playing in the street, was run over on Madison avenue, near Eightieth street, and fatally injured.

July 10. Joseph Sonenheim, a boy, was run over on Fourth avenue, near Seventeenth street, and died from injuries received.

September 26. John Riley, a small boy, while running along side of a car on Madison avenue, near Forty-ninth street, was knocked down and had an arm broken.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

WILLIAM H. VANDERBILT .....	New York City.
CORNELIUS VANDERBILT .....	New York City.
WILLIAM K. VANDERBILT .....	New York City.
WILLIAM C. WETMORE .....	New York City.
AUGUSTUS SCHELL .....	New York City.
ABRAHAM B. BAYLIS .....	New York City.
JAMES H. BANKER .....	New York City.
JOHN B. DUTCHER .....	Pawling, N. Y.
ROBERT J. NIVEN .....	New York City.
CHAUNCEY M. DEPEW .....	New York City.
JOSEPH HARKER .....	New York City.
WILLIAM H. LEONARD .....	New York City.
SAMUEL F. BARGER .....	New York City.

WILLIAM H. VANDERBILT .....	President.
CORNELIUS VANDERBILT .....	Vice-President and Sec'y.
EDWARD V. W. ROSSITER .....	Treasurer.
FAYETTE S. CURTISS .....	Engineer.
GEORGE F. BONNEY .....	Gen'l Man. of City Line.

Communications intended for this company should be addressed, New York and Harlem Railroad Company, Grand Central Depot, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

E. V. W. ROSSITER, *Treasurer.*

GEO. F. BONNEY, *General Manager.*



(No. 55.)

## NEW WILLIAMSBURGH AND FLATBUSH

STATE OF NEW YORK, } ss.:  
Kings County,

J. M. JONES, President, and CHARLES B. ALLYN, acting Superintendent of operations of the New Williamsburgh and Flatbush Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) J. M. JONES,  
CHAS. B. ALLYN. }

Subscribed and sworn to before me, }  
this 23d day of November, 1879, as }  
to Charles B. Allyn only.

PHILIP REILLY,  
Notary Public, Kings County.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$300,000 00
Amount of stock subscribed .....	300,000 00
Amount paid in, as by last report. ....	800,000 00
Total amount now paid in of capital stock. ....	300,000 00
Funded debt, as by last report. ....	200,000 00
Total amount now of funded debt .....	200,000 00
Floating debt, as by last report. ....	22,856 48
The amount now of floating debt .....	16,629 48
Total amount now of funded and floating debt. ....	216,629 48
Average rate, per annum, of interest on funded debt. ....	7 per cent.

There is one year's interest on \$150,000 of bonds unpaid, amount \$10,500, which is payable at the option of the company, but before any dividends are paid on stock. The coupons for same are not secured by mortgage.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron. ....	\$320,066 04	\$325,166 04
For land, buildings and fixtures, including land damages. ....		
For dummy cars, horses, mules, and harness. ....		
For cars and sleighs .....	31,878 32	42,452 42
Total cost of road and equipment. ....	\$351,939 36	\$367,618 46

## CHARACTERISTICS OF ROAD.

Length of road.....	5 miles.
Length of road laid.....	4½ "
Length of double track, including sidings.....	4 "
Weight of rail, per yard.....	35 pounds.
Number of passenger cars.....	32
Number of horses and mules.....	144
Length of main line of road from Broadway ferries to Prospect Park,	4½ miles.

## \*DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,706,495
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
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The average time consumed by passenger cars in passing over the road.....	10 min. to mile.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$6,597 99
Taxes on real estate.....	179 26
Total cost of maintaining road and real estate.....	\$6,777 25

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,019 19
Officers, clerks, agents, and office expenses.....	520 00
Conductors, drivers, and engineers on dummy cars.....	23,937 05
Watchmen, starters, switchmen, roadmen, etc.....	3,892 95
Repairs of cars and sleighs.....	3,671 14
Repairs of harness, including material and labor.....	922 24
Horseshoeing, including material and labor.....	2,313 43
Horses and mules.....	5,411 10
Stable expenses.....	4,178 67
Feed, grain, hay, etc., including expense of grinding.....	13,124 17
Fuel, gas, and lights.....	474 68
Oil and waste.....	149 77
Water tax.....	104 55
Damages to persons and property, including medical attendance.....	*60 00
Law expenses.....	420 00
Rents, including use of other roads, ferries, etc.....	1,908 94
Insurance.....	340 00
Advertising and printing.....	154 96
Contingencies.....	1,248 87
Total expense of operating road, and repairs.....	\$63,851 71

\* Paid to one, A. D. Cockburn, who claimed to have been injured the previous year.

# RAILROAD REPORT.

777

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers.....		\$85,824 76
Manure.....	\$584 64	
Horses.....	203 00	
Cars.....	200 00	
Rent.....	197 53	
Balance on bonds.....	112 50	
Tickets, etc.....	93 66	
Stone.....	40 00	
Wood.....	55 50	
Wire, etc.....	12 74	
Sundries.....	14 98	
Damages.....	6 75	
		1,521 30
Total receipts.....		\$86,846 06

### PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$70,628 96
For interest.....	3,675 08
Certain old bills.....	3,247 11
Cars.....	5,168 00
License.....	300 00
Total payments during the year.....	\$83,019 15

### ACCIDENTS.

	Injured.
August 31, 1878.....	1

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person :*

1878.

A Mrs. Wilson, riding from the park, was somewhat bruised by falling to the ground while getting off a car; quite recovered now.

### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

#### Directors.

C. B. COTTRELL.....	New York.
RUSSELL W. ADAMS.....	Brooklyn.
J. M. JONES.....	West Troy.
JAMES BINNS.....	Brooklyn.
WM. B. WAIT.....	New York.
JOHN VAN ALLEN.....	New York.
GEORGE VAN ALLEN.....	New York.

J. M. JONES.....	President, West Troy.
W. B. WAIT.....	Secretary, New York.
CHAS. B. ALLYN.....	Superintendent and Cashier, Brooklyn.

Communications intended for this company should be addressed, New Williamsburgh and Flatbush Railroad Company, Nostrand avenue and Carroll street, Brooklyn, N. Y.



The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) CHAS. B. ALLYN, *Superintendent.*

(No. 56.)

NINTH AVENUE..

STATE OF NEW YORK, }  
City and County of New York, } ss.:

JAMES AFFLECK, Treasurer, and HENRY SHERMAN, acting Superintendent of operations of the Ninth Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JAMES AFFLECK,  
HENRY SHERMAN.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

EDWIN CLARK,  
*Notary Public, New York County.*

STOCK AND DEBTS.

Capital stock.....	\$800,000 00
Amount of stock subscribed .....	799,200 00
Amount paid in, as by last report.....	797,320 00
Total amount now paid in of capital stock .....	797,320 00
Funded debt, as by last report ....	207,000 00
Total amount now of funded debt.....	207,000 00
Floating debt, as by last report.....	23,460 00
The amount now of floating debt.....	23,700 00
Total amount now of funded and floating debt.....	230,700 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$515,786 96	\$515,786 96
For land, buildings and fixtures, including land damages.....	443,435 21	443,435 21
For horses and harness .....	22,600 00	22,600 00
For cars and sleighs .....	17,600 00	17,600 00
Total cost of road and equipment .....	\$999,422 17	\$999,422 17

## RAILROAD REPORT.

779

### CHARACTERISTICS OF ROAD.

Length of road.....	18 miles.
Length of road laid .....	6.10 "
Weight of rail, per yard .....	62 to 95 lbs.
Number of passenger cars .....	20
Number of horses .....	190

### DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,419,638
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### THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 c. to 51st st.
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The average time consumed by passenger cars in passing over the road .....	47 minutes.
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### EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures .....	\$5,058 25
Taxes on real estate. ....	5,597 25
Total cost of maintaining road and real estate.....	\$10,655 50

### EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$1,400 00
Officers, clerks, agents, and office expenses .....	1,657 95
Conductors, drivers, and engineers on dummy cars. ....	13,035 32
Watchmen, starters, switchmen, roadmen, etc.....	8,058 81
Repairs of cars and sleighs. ....	4,072 02
Repairs of harness, including material and labor. ....	473 50
Horseshoeing, including material and labor.....	2,717 25
Horses .....	8,940 00
Stable expenses.....	6,224 70
Feed, grain, hay, etc., including expense of grinding.....	12,822 12
Fuel, gas, and lights.....	408 82
Oil and waste.....	78 00
Water tax.....	235 57
Damages to persons and property, including medical attendance ....	700 00
Law expenses.....	1,652 64
Rents, including use of other roads, ferries, etc .....	10 00
Insurance .....	652 50
Advertising and printing.....	271 15
Car licenses.....	400 00
Contingencies.....	63 50
Total expense of operating road, and repairs.....	\$53,873 85

### CASH RECEIPTS AND PAYMENTS.

#### RECEIPTS.

From passengers .....	\$70,981 89
Horses.....	\$610 00
Iron .....	160 09
Manure.....	889 50
Sundries.....	6,513 09
	7,672 68
Total receipts.....	\$78,654 57

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$64,529 35
For interest. ....	14,472 50
Total payments during the year .....	<u>\$79,001 85</u>

## ACCIDENTS.

	Killed.
September 16, 1878 .....	<u>1</u>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

1878.

September 16. John E. Bollerman, 9 years of age, while playing on Ninth avenue, near Thirty-sixth street, ran after a passing car, caught hold of the window sash, and fell; the wheel passing over his foot, receiving injuries from which he died. The coroner's inquest exonerated the company from all blame.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE LAW .....	New York City.
WILLIAM H. HAYS .....	New York City.
GEORGE LAW, JR. ....	New York City.
EDWARD ST. J. HAYS .....	New York City.
PAUL N. SPOFFORD .....	New York City.
G. GRANVILLE WRIGHT.....	New York City.
THOMAS H. TOWAR .....	New York City.
STEPHEN H. HERRIMAN .....	Brooklyn.
EDWARD B. ST. JOHN.....	Cornwall.
WILLIAM RAVESTEYN.....	Brooklyn.
JAMES AFFLECK .....	Yonkers.
HENRY SHERMAN.....	New York City.
ROBERT B. VEITCH.....	New York City.

GEORGE LAW .....

President.

JAMES AFFLECK .....

Treasurer and Secretary.

HENRY SHERMAN .....

Superintendent.

Communications intended for this company should be addressed, Ninth avenue corner Fifty-fourth street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

JAMES AFFLECK, *Treasurer.*

HENRY SHERMAN, *Superintendent.*



(No. 57.)

## NORTH SECOND STREET AND MIDDLE VILLAGE.

STATE OF NEW YORK, }  
*New York County,* } ss.:

WILLIAM W. GREEN, President, and MONTGOMERY QUEEN, acting Superintendent of operations of the North Second Street and Middle Village Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) W. W. GREEN,  
M. QUEEN.

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

RICHARD H. GREEN,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock .....	\$150,000 00
Amount of stock subscribed .....	150,000 00
Amount paid in, as by last report .....	142,600 00
Total amount now paid in of capital stock .....	150,000 00
Funded debt, as by last report .....	125,000 00
Total amount now of funded debt .....	129,107 50
Floating debt, as by last report .....	27,001 61
The amount now of floating debt .....	40,359 44
Total amount now of funded and floating debt .....	169,466 94
Average rate, per annum, of interest on funded debt .....	7 per cent.

Twenty thousand dollars of capital stock is held to secure \$15,000 of floating debt shown above.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$156,549 38	\$157,698 28
For land, buildings and fixtures, including land		
damages .....	31,457 62	32,907 62
For horses and harness .....	41,962 55	47,204 72
For cars .....	27,584 43	31,332 73
Total cost of road and equipment .....	\$257,553 98	\$269,143 35

## CHARACTERISTICS OF ROAD.

Length of road .....	7 miles.
Length of road laid .....	5.36 "
Length of double track, including sidings .....	5.21 "

Weight of rail, per yard.....	42 pounds.
Carts and wagons .....	3
Number of passenger cars .....	27
Number of truck cars, sweeper, and plow .....	3
Number of horses.....	102
Length of main line of road from Broadway ferry to Lutheran cemetery, Middle Village.....	5.03 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, except chartered cars .....	1,734,475
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	10 cents.
For way passengers .....	5 "
Children .....	Half-price.

The average time consumed by passenger cars in passing over the road .....	56 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,598 90
Taxes on real estate .....	654 31
Total cost of maintaining road and real estate.....	\$2,253 21

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$1,222 22
Officers, clerks, agents, and office expenses.....	1,980 40
Conductors, drivers, and engineers on dummy cars.....	17,456 83
Watchmen, starters, switchmen, and roadmen.....	2,293 33
Repairs of cars .....	3,748 30
Repairs of harness, including material and labor.....	381 36
Horseshoeing, including material and labor .....	1,638 16
Horses .....	4,860 81
Stable expenses .....	5,375 69
Feed, grain, hay, etc., including expense of grinding.....	11,307 57
Fuel, gas, and lights.....	109 46
Oil and waste .....	315 60
Water tax.....	98 20
Damages to persons and property, including medical attendance.. } Law expenses..... }	1,800 09
Rents, including use of other roads, ferries, etc.....	1,200 00
Insurance.....	489 75
Advertising and printing.....	260 57
Monitor register.....	466 91
Excess paid band and badges .....	128 75

Total expense of operating road, and repairs .....	\$55,189 00
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## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$56,771 08
Track .....	\$50 00
Rents .....	92 00
Horses .....	480 50
Wood, iron, etc .....	144 20
Advertisements .....	250 50
Manure .....	526 42
Loan to Treasurer .....	1,856 68
	<hr/>
	3,350 25
Total receipts .....	<hr/> \$60,121 33 <hr/>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$57,442 21
For interest .....	1,962 11
Treasurer .....	717 01
	<hr/>
Total payments during the year .....	<hr/> \$60,121 33 <hr/>

## ACCIDENTS.

	Injured.
November 14, 1877 .....	<hr/> 1 <hr/>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

Hannah McKeever claimed to have been hurt, changing cars at stables, September 17, 1877, and brought action by summons, October 23d, for \$5,000 and costs. Action was tried before Judge Neilson and a jury, in City Court, February 14 and 15, 1878, and verdict was rendered against the company for \$100, which was paid, and judgment satisfied. Not known at time of last report.

1877.

November 14. H. Steele got off cars against orders of the conductor, on North Second street, between Bushwick avenue and Humboldt street. The man was injured, but admits it was entirely his own fault, as also all witnesses agree. It is believed he has recovered.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WM. W. GREEN .....	New York City.
JOHN P. ELWELL .....	Brooklyn.
CHAS. F. ELWELL .....	Brooklyn.
RICHARD H. GREEN .....	New York City.
JAMES W. ELWELL .....	Brooklyn.
HENRY GREEN .....	New York City.
WILLIAM T. GRAFF .....	New York City.

WM. W. GREEN .....	President.
CHAS. F. ELWELL .....	Treasurer.
RICHARD H. GREEN .....	Secretary.
MONTGOMERY QUEEN .....	Superintendent.

Communications intended for this company should be addressed, RICHARD H. GREEN, No. 79 Cedar street, New York city.



The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) W. W. GREEN, *President*.  
M. QUEEN, *Superintendent*.

(No. 58.)

ONE HUNDRED AND TWENTY-FIFTH STREET.

STATE OF NEW YORK, }  
New York City and County, } ss.:

WILLIAM REMSEN, President, and GEORGE W. FIELD, acting Superintendent of operations of the One Hundred and Twenty-fifth Street Railroad Company of New York city, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM REMSEN,  
G. W. FIELD.

Subscribed and sworn to before me, }  
this 16th day of November, 1878. }

CHARLES S. ARTHUR,

*Notary Public, in and for the city and county of New York.*

STOCK AND DEBTS.

Capital stock, as by charter .....	\$150,000 00
Amount of stock subscribed .....	150,000 00
Amount paid in, as by last report. ....	150,000 00
Total amount now paid in of capital stock .....	150,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron and equipment .....	\$150,000 00	\$150,000 00

The One Hundred and Twenty-fifth Street Railroad is leased to the Third Avenue Railroad Company, and is operated and maintained by that company.

CHARACTERISTICS OF ROAD.

Length of road .....	2.75 miles.
Length of road laid .....	2.75 "
Length of double track, including sidings .....	2.75 "
Weight of rail, per yard .....	45 pounds.
Number of passenger cars .....	6
Length of main line of road from Harlem Bridge to foot of Manhattan street, Hudson river, and foot of East One Hundred and Twenty-fifth street. ....	2.75 miles.

# RAILROAD REPORT.

785

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 cents.
For way passengers .....	5 "
The average time consumed by passenger cars in passing over the road .....	20 minutes.

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From Third Avenue Railroad Company, for lease of tracks .....	\$15,000 00
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### PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock (amount and rate per cent, 10 per cent)....	\$15,000 00
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

### Directors.

WILLIAM REMSEN .....	New York City.
ROBERT SQUIRES .....	New York City.
HENRY HART .....	New York City.
SYLVESTER R. COMSTOCK .....	New York City.
CHARLES S. ARTHUR .....	New York City.
SYLVANUS S. RICKER .....	New York City.
PHOENIX REMSEN .....	New York City.

WILLIAM REMSEN..... President.

HENRY HART..... Vice-President.

CHARLES S. ARTHUR..... Treasurer and Secretary.

GEORGE W. FIELD..... Engineer and Superintendent.

Communications intended for this company should be addressed, CHARLES S. ARTHUR, Secretary, No. 1125 Third avenue, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

WILLIAM REMSEN, *President.*

G. W. FIELD, *Engineer and Supt.*

(No. 59.)

## PROSPECT PARK AND CLARKSON STREET.

STATE OF NEW YORK, }  
Kings County, } ss.:

FRANK CROOKE, President, and E. B. LITCHFIELD, acting Superintendent of operations of the Prospect Park and Clarkson Street Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

FRANK CROOKE,

E. B. LITCHFIELD.

Subscribed and sworn to before me, }  
this 10th day of January, 1879. }

W. HARVEY RAYNOR,

*Notary Public, Kings County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$25,000 00
Amount of stock subscribed .....	2,450 00
Total amount now paid in of capital stock. ....	100 00

## CHARACTERISTICS OF ROAD.

Length of main line of road from Prospect Park to Clarkson street..	1 mile.
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Organization made, but nothing done towards constructing road. Surveys made and leases taken of land for right of way.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

FRANK CROOKE .....	Flatbush.
ELEOTEN B. LITCHFIELD .....	Brooklyn.
GEO. A. ALLIN .....	Brooklyn.
CHAS. T. LITCHFIELD .....	Brooklyn.
EDW'D BARR .....	Brooklyn.
TH. E. SLOAN .....	Brooklyn.
JOSEPH M. HURLBUT .....	Brooklyn.
JAS. VAN BUREN .....	New York.
TH. F. SHARPE .....	New York.
JOHN L. LOGAN .....	New York.
E. BARTLETT .....	New York.
R. W. ROBERTS .....	New York.
N. T. M. MELISS .....	New York.

FRANK CROOKE .....	President.
JAS. VAN BUREN* .....	Treasurer.
TH. F. SHARPE .....	Secretary.
CHAS. CROOKE .....	Engineer.
E. B. LITCHFIELD .....	Manager.

Communications intended for this company should be addressed, FRANK CROOKE, No. 346 Fulton street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) FRANK CROOKE, *President.*  
E. B. LITCHFIELD, *Manager.*

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\* Deceased.



(No. 60.)

## PROSPECT PARK AND CONEY ISLAND.

STATE OF NEW YORK, } ss.:  
*Kings County,*

ANDREW R. CULVER, President, RICHARD SCHERMERHORN, Engineer and Superintendent of Coney Island Division, and ROBERT H. ATTLESBY, Superintendent of Brooklyn Division of the Prospect Park and Coney Island Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ANDREW R. CULVER,  
 R. SCHERMERHORN,  
 R. H. ATTLESBY.

Subscribed and sworn to before me, }  
 this 30th day of November, 1878. }

LYSANDER STACEY,  
*Notary Public, Kings County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$500,000 00
Amount of stock subscribed .....	500,000 00
Amount paid in, as by last report. ....	500,000 00
Total amount now paid in of capital stock. ....	500,000 00
Funded debt, as by last report .....	500,000 00
Total amount now of funded debt. ....	500,000 00
Floating debt, as by last report. ....	43,904 18
The amount now of floating debt .....	30,329 78
Total amount now of funded and floating debt. ....	530,329 78
Average rate, per annum, of interest on funded debt. ....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$136,752 41	\$163,348 72
For land, buildings and fixtures, including land damages .....	862,684 72	878,435 92
For locomotives, cars, horses, and harness .....	75,514 55	80,526 97
For cars, snow plows, etc. ....	89,454 01	90,922 01
Total cost of road and equipment. ....	\$1,164,405 69	\$1,213,233 62

## CHARACTERISTICS OF ROAD.

Length of road .....	16.06 miles.
Length of road laid .....	10.35 "
Length of double track, including sidings .....	9.22 "
Weight of rail, per yard .....	45 and 50 lbs.
Number of steam passenger cars. ....	25
Number of horse passenger cars. ....	59
Number of freight cars. ....	5

Number of horses.....	214
Number of locomotives.....	5
Length of main line of road from Fulton ferry to Coney Island.....	10.35 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	3,271,128
Number of tons, of 2,000 pounds, of freight carried in cars.....	3,315

## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers on steam road.....	15 cents.
For way passengers on steam road.....	3 c. per mile.
For way passengers on horse car line.....	5 cents.
For way passengers on horse car line, for children.....	3 cents.

## THE AVERAGE TIME CONSUMED BY CARS IN PASSING OVER THE ROAD.

Horse car road.....	52 minutes.
Steam car road.....	15 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$17,709 49
Taxes on real estate.....	2,435 46
Total cost of maintaining road and real estate.....	\$20,144 95

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$4,500 00
Officers, clerks, agents, and office expenses.....	11,894 28
Conductors, drivers, and engineers.....	39,763 83
Watchmen, starters, switchmen, roadmen, etc.....	22,333 68
Repairs of locomotives and cars.....	6,912 28
Repairs of cars.....	1,818 45
Repairs of harness, including material and labor.....	1,898 32
Horseshoeing, including material and labor.....	3,552 60
Horses and mules.....	1,377 00
Stable expenses.....	7,713 03
Feed, grain, hay, etc., including expense of grinding.....	17,732 72
Fuel, gas, and lights.....	7,199 62
Oil and waste.....	2,393 35
Water tax.....	405 60
Damages to persons and property, including medical attendance....	2,358 37
Law expenses.....	2,240 03
Rents, including use of other roads, ferries, etc.....	3,217 46
Insurance.....	1,919 44
Advertising and printing.....	7,051 07
Contingencies.....	12,764 88
Total expense of operating road, and repairs.....	\$158,045 52

## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From passengers.....	\$229,325 03
From freight.....	1,160 44
Manure and sale of bale sticks and oil barrels.....	1,052 67
Rents.....	654 00
Total receipts.....	\$232,192 14

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$178,190 47
For interest.....	37,837 81
Total payments during the year.....	\$216,027 78

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
March 13.....	....	....	....	....	....	1	....	1
May 11.....	....	1	....	....	....	....	....	1
May 17.....	....	....	1	....	....	....	1	....
May 29.....	....	....	5	2	....	....	5	2
Totals.....	....	1	6	2	....	1	6	4

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

March 13. Walter E. Jackson threw himself in front of the 6.20 P. M. train from Coney Island, near Church lane, and received a severe scalp wound.

May 11. Jeremiah Byrnes jumped off the 5.20 P. M. train from Coney Island, after it had started from Prospect Park Fair Ground station, and had one leg broken.

May 17. Francis Bahr, switchman, missed his footing in attempting to get on an engine in motion in Brooklyn yard, and had one leg run over, and died from injuries.

May 29. The night gravel train was thrown off the track at Franklin avenue crossing, by obstructions placed on the track by unknown persons; George Primrose, conductor, William Craft, brakeman, John Clear, George Ellis, and John Geoghegan, laborers, were killed; Patrick Cook and Thomas Tierney, laborers, received slight injuries.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

ANDREW R. CULVER .....	Brooklyn.
ALLAN C. WASHINGTON .....	Brooklyn.
FRALEY C. NIEBUHR .....	Brooklyn.
WILLIAM A. SALE .....	Brooklyn.
THEO. B. MOORE .....	New York.
SIDNEY WEBSTER .....	New York.
NORMAN ANDREWS .....	Brooklyn.
JAMES F. PIERCE .....	Brooklyn.
EZRA B. TUTTLE .....	Brooklyn.
PHILIP S. CROOKE .....	Flatbush, L. I.
JOHN J. HICKS .....	Woodside, L. I.
ISAAC N. DEVOE .....	New York.
WILLIAM T. REILLY .....	New York.

ANDREW R. CULVER..... President.

ALLAN C. WASHINGTON..... Treasurer.

GEO. H. SMITH..... Secretary.

RICHARD SCHERMERHORN..... { Engineer and Superintendent  
Coney Island Division.

ROBERT H. ATTLESEY..... { Superintendent Brooklyn  
Division.



## PROSPECT PARK AND FLATBUSH

Communications intended for this company should be addressed, Prospect Park and Coney Island Railroad Company, Ninth avenue and Twentieth street, Brooklyn, Kings county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ANDREW R. CULVER, *President.*  
 R. SCHERMERHORN,  
*Engineer and Supt. Coney Island Div.*  
 R. H. ATTLESEY,  
*Superintendent Brooklyn Division.*

(No. 61.)

## PROSPECT PARK AND FLATBUSH.

STATE OF NEW YORK, } ss.:  
 Kings County, }

LOFTUS WOOD, President of the Prospect Park and Flatbush Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) LOFTUS WOOD.

Subscribed and sworn to before me, }  
 this 26th day of November, 1878. }

JOHN L. NOSTRAND,  
*Notary Public, Kings County, N. Y.*

## STOCK AND DEBTS.

Capital stock .....	\$50,000 00
Amount of stock subscribed .....	27,000 00
Amount paid in, as by last report .....	200 00
Total amount now paid in of capital stock .....	200 00

## CHARACTERISTICS OF ROAD.

Length of road .....	1½ miles.
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## DOINGS OF THE YEAR IN TRANSPORTATION.

Nothing done.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

PHILIP S. CROOKE.....	Flatbush.
LOFTUS WOOD.....	Brooklyn.
GEORGE C. BENNETT.....	Brooklyn.
WALTER G. HOWEY.....	Brooklyn.
WILLIAM VILLALY.....	Brooklyn.
SAMUEL PARKHILL.....	Brooklyn.
LOFTUS W. O. BERRY.....	Brooklyn.
ANDREW MCGURCK.....	Brooklyn.
ADRIAN N. SUYDAM.....	Brooklyn.
DANIEL S. NORTHROP.....	Brooklyn.
OWEN HOPKINS.....	Brooklyn.
GEORGE SMITH.....	Brooklyn.
M. SUTPHEN.....	Brooklyn.

LOFTUS WOOD..... President.

PHILIP S. CROOKE..... Secretary.

Communications intended for this company should be addressed, PHILIP S. CROOKE, No. 346 Fulton street, Brooklyn, Kings county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) LOFTUS WOOD, *President.*

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(No. 62.)

## ROCHESTER CITY AND BRIGHTON.

STATE OF NEW YORK, } ss.:  
 Monroe County, }

C. B. WOODWORTH, Treasurer, and THOMAS J. BROWER, acting Superintendent of operations of the Rochester City and Brighton Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) C. B. WOODWORTH,  
 T. J. BROWER.

Subscribed and sworn to before me, }  
 this 18th day of November, 1878. }

JOHN ALEXANDER,  
*Commissioner of Deeds.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$105,000 00
Amount of stock subscribed.....	105,000 00
Amount paid in, as by last report.....	105,000 00
Total amount now paid in of capital stock. ....	105,000 00
Funded debt, as by last report .....	175,000 00
Total amount now of funded debt. ....	175,000 00
Floating debt, as by last report.....	9,500 00
The amount now of floating debt .....	13,500 00
Total amount now of funded and floating debt.....	188,500 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$152,417 78	\$167,836 01
For land, buildings and fixtures, including land		
damages .....	60,873 75	60,873 75
For dummy cars, horses, mules, and harness ...	28,130 00	28,130 60
For cars and sleighs .....	38,471 80	41,771 80
Total cost of road and equipment ....	\$279,893 33	\$298,611 56

## CHARACTERISTICS OF ROAD.

Length of road .....	12.50 miles.
Length of road laid.....	12.50 "
Length of double track, including sidings .....	6.50 "
Weight of rail, per yard .....	25 to 45 lbs.
Number of passenger cars.....	53
Number of horses and mules.....	178
Length of main line of road*.....	

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	2,257,209
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers (11 tickets for 50 cents).....	5 cents.
Children five to twelve years of age (nine tickets for 25 cents). ....	3 "

The average time consumed by passenger cars in passing over the road.....	5 miles an hour.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of	
buildings and fixtures.....	\$4,684 13
Taxes on real estate.....	1,236 27
Total cost of maintaining road and real estate .....	\$5,920 40

\* This company operates seven different lines, all but two of which radiate from the corner of State, Exchange, and West Main streets. The other two are now consolidated, and cars run through on both roads.



## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$1,800 00
Officers, clerks, agents, and office expenses .....	2,112 00
Conductors, drivers, and engineers on dummy cars .....	23,776 46
Watchmen, starters, switchmen, roadmen, etc. ....	2,418 00
Repairs of cars and sleighs. ....	3,580 37
Repairs of harness, including material and labor ....	521 95
Horseshoeing, including material and labor .....	2,472 21
Horses and mules .....	3,394 56
Stable expenses .....	6,916 00
Feed, grain, hay, etc., including expense of grinding .....	14,131 30
Fuel, gas, and lights. ....	371 00
Oil and waste .....	148 79
Water tax .....	114 25
Damages to persons and property, including medical attendance ....	1,829 75
Law expenses .....	911 10
Rents, including use of other roads, ferries, etc. ....	1,200 00
Insurance .....	634 00
Advertising and printing. ....	50 25
Straw .....	858 25
Contingencies .....	1,928 28
Total expense of operating road, and repairs .....	<u>\$69,168 52</u>

## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.	
From passengers .....	\$112,860 44
Manure .....	\$755 91
Rents .....	755 04
Advertising .....	185 21
Drivers' guaranties .....	520 00
Loans .....	5,000 00
	<u>7,216 16</u>
Total receipts .....	<u>\$120,076 60</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$75,088 92
For interest .....	12,174 32
For dividends on stock—amount and rate per cent .....	10,500 00
Other payments .....	6,250 00
Total payments during the year .....	<u>\$104,013 24</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
February 19 .....	....	....	....	....	....	1	....	1
March 1 .....	....	....	....	....	1	....	1	....
July 9 .....	....	....	....	....	....	1	....	1
Total .....	....	....	....	....	1	2	1	2

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

February 19. Mrs. John McArney, while driving past a car on North St. Paul street and Ward street, in a sleigh, was tipped over against the car and injured somewhat; nothing serious, and no blame attached to the driver of the car.

March 1. John Buckley, No. 31 Frank street, a cripple, while crossing State street near Factory street, in front of a car, was knocked down and severely cut about his head; he afterwards died from the effects of his injuries.

July 9. A child, two years of age, son of P. Meagher, was run over by a car near the corner of Ward and North St. Paul streets and one of his legs broken; no blame attached to the driver.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

GEORGE ELLWANGER.....	Rochester, N. Y.
C. B. WOODWORTH.....	Rochester, N. Y.
PATRICK BARRY.....	Rochester, N. Y.
JAMES M. WHITNEY.....	Rochester, N. Y.
C. C. WOODWORTH.....	Rochester, N. Y.
WM. C. BARRY.....	Rochester, N. Y.
G. H. ELLWANGER.....	Rochester, N. Y.
H. B. ELLWANGER.....	Rochester, N. Y.
WM. G. WATSON.....	Rochester, N. Y.
CHAS. P. BARRY.....	Rochester, N. Y.
CHAS. F. POND.....	Rochester, N. Y.
JOHN H. BARRY.....	Rochester, N. Y.
CHAS. S. BAKER.....	Rochester, N. Y.

PATRICK BARRY..... President.

C. B. WOODWORTH..... Secretary and Treasurer.

THOS. J. BROWER..... Superintendent.

Communications intended for this company should be addressed, Rochester, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) C. B. WOODWORTH, *Treasurer.*  
T. J. BROWER, *Superintendent.*

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(No. 63.)

#### ROCHESTER AND IRONDEQUOIT.

STATE OF NEW YORK, }  
Monroe County, } ss.:

R. H. MILLER, President, and GEO. H. NEWELL, Treasurer of the Rochester and Irondequoit Railroad Company, being severally sworn, each for himself deposes and

says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) R. H. MILLER,  
GEO. H. NEWELL.

Subscribed and sworn to before me, }  
this 29th day of January, 1879. }

C. A. RUNYAN, *Commissioner of Deeds.*  
H. S. BREWER, *Commissioner of Deeds.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$25,000 00
Amount of stock subscribed.....	2,500 00
Total amount now paid in of capital stock .....	250 00

This company has done nothing, because the common council, after repeated delays and postponements, refused to open an avenue which the company considered essential to the success of the road.

## CHARACTERISTICS OF ROAD.

Length of main line of road from East Main street, Rochester, to Irondequoit .....	2.5 miles.
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

S. STETTHEIMER .....	Rochester, N. Y.
R. D. COLE .....	Irondequoit, N. Y.
P. C. REYNOLDS .....	Rochester, N. Y.
BENJAMIN F. SIMPSON .....	Irondequoit, N. Y.
JOHN STEWART .....	Rochester, N. Y.
GEORGE H. NEWELL .....	Rochester, N. Y.
WILLIAM EMERSON .....	Rochester, N. Y.
R. H. MILLER .....	Rochester, N. Y.
J. C. TONE.....	Rochester, N. Y.
THOMAS LYNN .....	Rochester, N. Y.
C. A. RUNYAN .....	Rochester, N. Y.
T. A. SUMMERS .....	Rochester, N. Y.
H. S. BREWER .....	Rochester, N. Y.

R. H. MILLER .....	President, Rochester, N. Y.
GEORGE H. NEWELL .....	Treasurer, Rochester, N. Y.
P. C. REYNOLDS .....	Secretary, Rochester, N. Y.

Communications intended for this company should be addressed, P. C. REYNOLDS, No. 38 Reynolds' Arcade, Rochester, Monroe county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. H. MILLER, *President.*  
P. C. REYNOLDS, *Secretary.*



(No. 64.)

## SECOND AVENUE.

STATE OF NEW YORK, }  
*New York County,* } ss.:

WILLIAM S. THORN, President, and G. W. GRIFFITH, Treasurer of the Second Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) WILLIAM S. THORN,  
 G. W. GRIFFITH.

Subscribed and sworn to before me, }  
 this 30th day of November, 1878. }

SAMUEL B. HAMBURGER,  
*Notary Public, New York City and County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$2,500,000 00
Amount of stock subscribed .....	1,199,500 00
Amount paid in, as by last report.....	1,199,500 00
Total amount now paid in of capital stock .....	1,199,500 00
Funded debt, as by last report.....	1,322,000 00
Total amount now of funded debt .....	1,322,000 00
Floating debt, as by last report. ....	20,000 00
The amount now of floating debt *.....	371,000 00
Total amount now of funded and floating debt.....	1,693,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$1,846,159 55	\$1,846,359 55
For land, buildings and fixtures, including land		
damages .....	699,679 07	844,058 33
For horses, harness, wagons, etc.....	160,919 81	116,616 20
For cars.....	114,530 66	92,800 00
Total cost of road and equipment.....	\$2,821,289 09	\$2,899,834 08

## CHARACTERISTICS OF ROAD.

Length of road.....	10 miles.
Length of road laid....	10 "
Length of double track, including sidings .....	11 "

\* Includes \$180,000 mortgages on real estate.

# RAILROAD REPORT.

797

Weight of rail, per yard.....	60 pounds.
Number of passenger cars.....	167
Number of horses and mules.....	1,197
Length of main line of road from Peck slip to Harlem river.....	8 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	16,062,560
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road.....	1 h. 20 min.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$23,667 32
Taxes on real estate.....	14,677 08
Total cost of maintaining road and real estate.....	\$38,344 40

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence, officers, clerks, agents, and office expenses,	\$23,327 82
Conductors, drivers, and engineers on dummy cars.....	167,535 92
Watchmen, starters, switchmen, roadmen, etc.....	25,343 72
Discount on silver.....	2,888 71
Repairs of cars and sleighs.....	25,569 83
Repairs of harness, including material and labor.....	4,749 98
Horseshoeing, including material and labor.....	16,593 25
Horses.....	42,000 00
Stable expenses.....	46,542 18
Feed, grain, hay, etc., including expense of grinding.....	108,758 95
Fuel, gas, and lights.....	4,882 53
Oil and waste.....	980 10
Water tax.....	1,500 00
Damages to persons and property, including medical attendance....	10,927 42
Law expenses.....	5,008 85
Rents, including use of other roads, ferries, etc.....	273 30
Insurance.....	2,635 50
Advertising and printing*.....	
Punch expenses.....	3,543 53
Contingencies.....	9,234 48
Total expense of operating road, and repairs.....	\$502,296 07

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers.....	\$803,128 04
Manure.....	\$3,621 40
Rent of car panels.....	1,200 00
	4,821 40
Total receipts.....	\$807,949 44

\* Included in office expenses.

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$540,640 47
For interest.....	117,825 64
For dividends on stock—amount and rate per cent, 6 per cent....	72,000 00
<b>Total payments during the year .....</b>	<b>\$730,466 11</b>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>1877.</b>								
October 8.....	....	1	....	....	....	....	....	1
November 5.....	....	....	....	....	1	....	1	....
November 17.....	....	....	....	....	1	....	1	....
December 17.....	....	....	....	....	....	1	....	1
<b>1878.</b>								
March 24.....	....	2	....	....	....	....	....	2
April 12.....	....	....	....	....	1	....	1	....
July 18.....	....	....	....	....	1	....	1	....
August 7.....	....	....	....	....	1	....	1	....
<b>Totals.....</b>	....	3	....	....	5	1	5	4

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :*

## 1877.

October 8. Man tried to get on front platform of car at Nineteenth street and Second avenue, slipped and fell on the step of the car ; was slightly injured ; he was under the influence of liquor at the time.

November 5. An intoxicated man attempted to cross the track before one of our cars, was knocked down by the horses and severely injured, from which he died the following day in the hospital.

November 17. Boy ran across Forsyth street, near Rivington, and his little sister, three years old, attempted to follow and fell in front of the horses ; the driver broke up immediately, but not before the car passed over her leg, which resulted in her death.

December 17. At Bayard street and Bowery a boy ran across the street between one of our cars and a Third avenue car—he had to stoop to get his head under the horses—fell, and wheel passed over his leg.

## 1878.

March 24. Between One Hundred and Fourteenth and One Hundred and Fifteenth streets and Second avenue a man and woman jumped off the car before it stopped ; both fell and were slightly injured.

April 12. Child ran across Forsyth street, in front of car, fell, and was run over ; died next day.



July 18. A little child ran across Oliver street, in front of horses, fell, and was run over; afterwards died from injuries received.

August 7. In Oliver street, near Oak street, a little girl, two years old, fell from the sidewalk and under the rear wheel of the car, which passed over her leg and arm, from which injuries she died the same day.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

SOLOMON MEHRBACH.....	New York.
WALDO HUTCHINS.....	New York.
WILLIAM S. THORN .....	New York.
THOMAS J. MCCAHER.....	New York.
JOSEPH RICHARDSON.....	New York.
ADOLPHUS HAMILTON .....	Poughkeepsie, N. Y.
MOSES MEHRBACH.....	New York.
JEROME B. FELLOWS.....	New York.
JAMES EVERARD .....	New York.
DAVID JONES.....	New York.
PETER SCHNEIDER.....	New York.
JOHN L. HUMFREVILLE.....	New York.
SAMUEL WILLETS.....	New York.

WILLIAM S. THORN..... President, New York.

G. W. GRIFFITH..... Treasurer, New York.

Communications intended for this company should be addressed, Second avenue, corner of Ninety-sixth street.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) WM. S. THORN, *President.*  
G. W. GRIFFITH, *Treasurer.*

(No. 65.)

#### SIXTH AVENUE.

STATE OF NEW YORK, }  
New York City and County, } ss.:

HENRY S. MOORE, Treasurer, and JOSEPH B. BIDGOOD, acting Superintendent of operations of the Sixth Avenue Railroad Company, being severally sworn, each for himself, deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) HENRY S. MOORE,  
JOSEPH B. BIDGOOD.

Subscribed and sworn to before me, }  
this 30th day of November, 1878. }

A. P. SMITH,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$750,000 00
Amount of stock subscribed .....	750,000 00
Amount paid in, as by last report .....	750,000 00
Total amount now paid in of capital stock .....	750,000 00
Funded debt, as by last report .....	416,000 00
Total amount now of funded debt .....	416,000 00
Floating debt, as by last report .....	725,000 00
The amount now of floating debt .....	550,000 00
Total amount now of funded and floating debt .....	966,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$906,033 42	\$915,519 41
For land, buildings and fixtures, including land damages .....	879,995 28	882,051 62
For horses and harness .....	206,175 00	193,815 00
For cars .....	108,000 00	148,765 00
Total cost of road and equipment .....	\$2,100,203 70	\$2,140,151 03

## CHARACTERISTICS OF ROAD.

Length of road .....	4 miles.
Length of road laid .....	4 "
Length of double track, including sidings .....	4.375 "
Weight of rail, per yard .....	60 pounds.
Number of passenger cars .....	114
Number of horses .....	1,191
Length of main line of road from Fifty-ninth street to Vesey, and Canal and Broadway .....	4 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars. ....	16,415,732
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For passengers .....	5 cents
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The average time consumed by passenger cars in passing over the road .....	10 minutes to a mile.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$11,542 33
Taxes on real estate .....	15,300 87
Total cost of maintaining road and real estate .....	\$26,843 20

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$2,371 30
Officers, clerks, agents, and office expenses .....	25,032 98
Conductors and drivers .....	167,589 92
Watchmen, starters, switchmen, roadmen, etc. ....	34,371 66
Repairs of cars, and new cars .....	59,826 03
Repairs of harness, including material and labor .....	4,091 00
Horseshoeing, including material and labor .....	23,440 35

## RAILROAD REPORT.

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Horses .....	\$21,950 00
Stable expenses .....	74,509 67
Feed, grain, hay, etc., including expense of grinding.....	125,486 65
Fuel, gas, and lights.....	5,098 15
Oil and waste .....	253 40
Water tax.....	* 1,405 35
Damages to persons and property, including medical attendance....	4,738 13
Law expenses .....	11,824 66
Rents, including use of other roads, ferries, etc .....	4,000 00
Insurance .....	3,589 00
Car licenses.....	4,000 00
Advertising and printing.....	939 64
Contingencies .....	2,002 50
Total expense of operating road, and repairs .....	\$576,520 39

## CASH RECEIPTS AND PAYMENTS.

RECEIPTS.		
From passengers.....		\$820,786 65
Horses .....	\$12,482 50	
Rent.....	500 00	
Advertising .....	1,350 00	
Manure .....	4,102 30	
Old iron, etc.....	1,884 06	
Car .....	700 00	
Sundries.....	6,519 29	
		27,538 15
Total receipts .....		\$848,324 80

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$603,363 59
For interest .....	29,120 00
Reduction of floating debt.....	150,000 00
Total payments during the year .....	\$782,483 59

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 26.....	....	....	....	....	....	1	....	1
December 17.....	....	....	....	....	....	1	....	1
December 22.....	....	....	....	....	....	1	....	1
1878.								
January 9.....	....	....	....	....	....	1	....	1
February 1.....	....	1	....	....	....	....	....	1
February 26.....	....	....	....	....	1	....	1	....
April 16.....	....	....	....	....	....	1	....	1
April 23.....	....	....	....	....	....	1	....	1
May 1.....	....	....	....	....	....	1	....	1
May 12.....	....	1	....	....	....	....	....	1
May 25.....	....	1	....	....	....	....	....	1
May 28.....	....	....	....	....	....	2	....	2
June 4.....	....	....	....	....	....	1	....	1
June 29.....	....	1	....	....	....	....	....	1
September 17.....	....	1	....	....	....	....	....	1
Total.....	....	5	....	....	1	10	1	15



*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

November 26. P. Golden, while at work at an excavation near the up track, claimed he was hit and knocked down by a car, and bruised about the hip and shoulder.

December 17. As car No. 72 was going down at Thirty-seventh street, the horses became frightened at steam escaping from an engine used to erect the elevated structure, and got mixed up, one of the horses falling on a laborer by name of John Gillespie, and broke one of his legs.

December 22. As car No. 17 was going down at Fifty-fourth street, a little girl named Julia Brinck ran under the horses and fell down; one of the horses stepped on one of her feet, and bruised it so that one of the toes was amputated.

1878.

January 9. As car No. 46 was coming up town, when at Thirty-seventh street, William Quinn ran in front of the horses and got knocked down, and one of his fingers was bruised.

February 1. Henry A. Strube stepped off car No. 15, coming up at Eighteenth street, and fell down, spraining one of his wrists.

February 26. As car No. 59 was going down, when in Carmine near Bleecker street, several small boys were stealing a ride on the rear end of a one-horse car going up, and on being frightened off by an officer, they ran away; one of them by name of J. Kreuger ran under the horses of car No. 59, and received injuries from which he afterwards died; coroner's jury rendered a verdict of accidental death.

April 16. Philip Winkle, a boy who was stealing a ride on a one-horse car going up, when between Twenty-first and Twenty-second streets, jumped off and ran in front of the horses of car No. 38, going down, and was knocked down, bruising his left hand so that one of the fingers was amputated.

April 23. Henry O'Neil, a small boy, while stealing a ride on the rear end of car No. 205, while in Varick street, between Grand and Watts streets, fell off, bruising one of his feet.

May 1. Thomas Fitzpatrick, while riding one horse and leading another alongside car No. 27, going up, when near Forty-seventh street his horses became frightened, and came into collision with the side of the car, whereby one of his legs and hand were bruised.

May 12. As car No. 24 was coming up, when at Thirty-fifth street, Mr. Elisha DeWolf stepped off while it was in motion, and fell, breaking one of his legs.

May 25. As car No. 102 was going down at Fourth street, Michael Carvery stepped off while it was in motion, and fell down, cutting his head.

May 28. As car No. 95 was going down, when at Thirty-fourth street, a train of cars on the Metropolitan Elevated Railroad overhead frightened the horses so they got away and ran against a wagon containing Dr. P. L. Bennett and Mr. W. Hawhurst, upsetting the wagon, and slightly bruising both gentlemen.

June 4. As car No. 77 was going down, when at Bleecker street, Mrs. Caroline Curtiss attempted to cross the track, and walked directly against one of the horses and fell down under them, getting her face bruised.

June 29. As car No. 11 was going down, when near Washington place, Henry M. Smith attempted to get on while the car was in motion, and fell down, bruising one of his knees, etc.

September 17. As car No. 86 was coming up, when at Washington place, Eugene Haggerty stepped off while the car was in motion, and fell down, slightly bruising himself.

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

THERON R. BUTLER.....	433 Fifth avenue.
RICHARD MORTIMER.....	20 East Twenty-third street.
GORDON W. BURNHAM.....	128 Fifth avenue.
FRED. DE PEYSTER.....	76 University Place.
JONATHAN THORNE.....	524 Fifth avenue.
HENRY DEMAREST.....	38 West Thirty-third street.
EDWARD MINTURN.....	334 Fifth avenue.
ABRAM R. VAN NEST.....	53 West Thirty-fourth street.
ROBERT T. WOODWARD.....	6 Gramercy Park.
WILLIAM Y. MORTIMER.....	45 West Thirty-fourth street.
ALBERT W. GREENE.....	87 Leonard street.
WILLIAM BRYCE.....	29 Chambers street.
STEPHEN WRAY.....	746 Fifth avenue.

THERON R. BUTLER..... President.

HENRY S. MOORE..... Treasurer and Secretary.

JOSEPH B. BIDGOOD..... Superintendent.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) HENRY S. MOORE, *Treasurer.*  
JOSEPH B. BIDGOOD, *Superintendent.*

(No. 66.)

## SOUTH BROOKLYN CENTRAL.

STATE OF NEW YORK, }  
New York County, } ss. :

JOHN CUNNINGHAM, President and acting Superintendent of operations of the South Brooklyn Central Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOHN CUNNINGHAM.

Subscribed and sworn to before me, }  
on this 2d day of December, 1878. }

JAMES W. HALE, }  
Notary Public.

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$125,000 00
Amount of stock subscribed.....	125,000 00
Amount paid in, as by last report.....	125,000 00
Total amount now paid in of capital stock .....	125,000 00

Funded debt, as by last report.....	\$125,000 00
Total amount now of funded debt .....	125,000 00
The amount now of floating debt .....	13,918 63
Total amount now of funded and floating debt.....	138,918 63
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron } For land, buildings and fixtures, including land } damages ..... }	\$250,000 00	{ \$9,069 56 759 82 4,140 00 251,961 26
For dummy cars, horses, mules, and harness, }		
For cars and sleighs .....		
Total cost of road and equipment.....	\$250,000 00	\$265,930 64

## CHARACTERISTICS OF ROAD.

Length of road .....	7 miles.
Length of road laid .....	4.50 "
Length of double track, including sidings .....	4 "
Weight of rail, per yard .....	36 pounds.
Number of passenger cars.....	23
Number of horses and mules .....	105
Length of main line of road from Hamilton ferry to city line at East New York.....	7½ miles.
Also branch of road not in operation to Wall street ferry.....	2 "

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	1,034,237
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents
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The average time consumed by passenger cars in passing over the road.....	45 minutes.
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

Total expense of operating road, and repairs.....	\$38,642 76
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## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$51,711 87
Manure.....	\$283 50
Horses.....	180 00
Salt, etc.....	21 82
	485 32
Total receipts .....	\$52,197 19



## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$38,642 76
For interest. ....	8,750 00
Total payments during the year .....	<u>\$47,392 76</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN CUNNINGHAM.....	Brooklyn.
RUSSELL W. ADAMS.....	Brooklyn.
FRANK P. ADAMS.....	Brooklyn.
CHARLES E. ROGERS.....	Brooklyn.
ASA L. ROGERS.....	Brooklyn.
CHARLES PETERS.....	Brooklyn.
EBEN D. NEWMAN.....	Brooklyn.
WILLIAM KELLY.....	Brooklyn.
EDWARD J. PETERS.....	Brooklyn.
WILLIAM R. ADAMS.....	Brooklyn.
CONRAD A. TEN EYCK.....	Brooklyn.
JOHN J. HARDY.....	Brooklyn.
CONRAD A. TEN EYCK, Jr.....	Brooklyn.

JOHN CUNNINGHAM.....	President.
RUSSELL W. ADAMS.....	Treasurer.
CHARLES E. ROGERS.....	Secretary.
JOHN CUNNINGHAM.....	Superintendent.

Communications intended for this company should be addressed, CHARLES E. ROGERS, Secretary, No. 112 Wall street, New York city.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) JOHN CUNNINGHAM, *President.*

(No. 67.)

## SOUTH FERRY.

STATE OF NEW YORK, }  
City and County of New York, } ss.:

MATTHEW KANE, President, and HUGH McCUTCHEON, acting Superintendent of operations of the South Ferry Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) MATTHEW KANE,  
H. McCUTCHEON.

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

S. H. GRANT,  
Notary Public, New York City and County.

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$150,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in, as by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt, as by last report.....	160,000 00
Total amount now of funded debt.....	160,000 00
The amount now of floating debt.....	6,049 57
Total amount now of funded and floating debt.....	166,049 57

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$253,477 60	\$253,477 60
For land, buildings and fixtures, including land damages.....	4,600 00	4,600 00
For dummy cars, horses, mules, and harness...	11,892 99	11,892 99
For cars and sleighs.....	12,790 97	12,790 97
Total cost of road and equipment.....	\$282,761 56	\$282,761 56

## CHARACTERISTICS OF ROAD.

Length of road.....	.85 miles.
Length of road laid.....	.85 "
Length of double track, including sidings.....	.90 "
Weight of rail, per yard.....	60 pounds.
Number of passenger cars.....	13
Number of freight cars.....	1
Number of horses and mules.....	56
Length of main line of road from Vesey street to South ferry.....	.85 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	956,748
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
The average time consumed by passenger cars in passing over the road.....	11 minutes.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$868 61
Taxes on real estate.....	1,748 35
Total cost of maintaining road and real estate.....	\$2,616 96

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence, officers, clerks, agents, and office expenses,	\$3,106 73
Conductors, drivers, and engineers on dummy cars.....	7,300 22
Watchmen, starters, switchmen, roadmen, etc.....	4,802 86
Repairs of cars and sleighs.....	1,415 04

Repairs of harness, including material and labor.....	\$296 82
Horseshoeing, including material and labor.....	1,162 00
Horses and mules.....	1,701 50
Stable expenses.....	429 49
Feed, grain, hay, etc., including expense of grinding.....	4,959 51
Fuel, gas, and lights.....	239 06
Oil and waste.....	69 46
Water tax.....	145 60
Rents, including use of other roads, ferries, etc.....	3,025 00
Insurance.....	320 00
Advertising and printing.....	161 12
Contingencies.....	230 43
Total expense of operating road, and repairs.....	<u>\$29,354 78</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$47,837 41
Sale of manure.....	\$180 00
Advertising in cars.....	12 50
	<u>192 50</u>
Total receipts.....	<u>\$48,029 91</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$31,971 74
For interest.....	11,200 00
Total payments during the year.....	<u>\$43,171 74</u>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 2.....	....	....	....	....	....	1	....	1
August 31.....	....	1	....	....	....	....	....	1
September 7.....	....	1	....	....	....	....	....	1
September 24.....	....	....	....	....	....	1	....	1
Totals.....	....	2	....	....	....	2	....	4

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

April 2. Car No. 3, on up trip, 12.30 m.; child named Brockhaven, three years of age, ran from behind one of the columns of the New York Elevated Railroad, at corner of Morris street, against the car; fell, and was slightly injured.

August 31. Car No. 4, on down trip, 5.30 p. m., in Battery place, was run into by a truck, and a passenger named Walter Mansfield, who was sitting with his arm outside of the car window, was slightly injured.

September 7. Car No. 7, on turn-table at South ferry, about 3.30 p. m., in turning, struck and slightly injured Rosalie Bott.



September 24. Car No. 3, on up trip, 10.30 A. M., in Greenwich street, in front of No. 20; Thomas Meagher, in crossing the street, with case upon his shoulder, ran against the horse; fell, and was slightly injured.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

MATTHEW KANE .....	New York.
CHARLES JOHNSON .....	New York.
GEORGE ALGER .....	Brooklyn.
GEORGE SHEPHERD .....	New York.
GEORGE STARR .....	New York.
JOHN T. CONOVER .....	New York.
CHARLES E. JOHNSON .....	New York.
GEORGE W. SHEPHERD .....	New York.
HUGH McCUTCHEON .....	New York.
WILLIAM H. GEDNEY .....	New York.
CHARLES J. DAY, Jr. ....	New York.
FRANCIS S. GRAY .....	New York.
JOHN S. SUTPHEN .....	Jersey City.

MATTHEW KANE .....	President.
CHARLES JOHNSON .....	Treasurer.
GEORGE ALGER .....	Secretary.
HUGH McCUTCHEON .....	Superintendent.

Communications intended for this company should be addressed, South Ferry Railway Company, No. 20 Whitehall street, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) MATTHEW KANE, *President.*  
H. McCUTCHEON, *Superintendent.*

(No. 68.)

STATEN ISLAND SHORE.

STATE OF NEW YORK, } ss.:  
New York County, }

EDWARD J. CUNNINGHAM, acting Superintendent of operations of the Staten Island Shore Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EDWARD J. CUNNINGHAM.

Subscribed and sworn to before me, }  
this 29th day of November, 1878. }

J. P. WILLIAMSON,  
Notary Public, Kings Co.  
(Certificate filed in N. Y. County.)

## STOCK AND DEBTS.

The road was bought at sheriff's sale by Edward G. Brown, John Kean and James Moore, all of Elizabeth, Union county, N. J., and is now owned and operated by them. The price paid at sheriff's sale for the road and rolling stock was \$31,000.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron .....	\$31,000 00	\$31,000 00
For land, buildings and fixtures, including land damages .....		
For dummy cars, horses, mules, and harness..		
For cars and sleighs. ....		
Total cost of road and equipment.....	\$31,000 00	\$31,000 00

All of the above items were included in the original cost of the road and property when purchased at sheriff's sale.

## CHARACTERISTICS OF ROAD.

Length of road .....	7.25 miles.
Length of road laid .....	7.25 "
Length of double track, including sidings. ....	.75 "
Weight of rail, per yard .....	25 pounds.
Number of passenger cars .....	13
Number of horses and mules.....	43
Length of main line of road from Fort Wadsworth to West New Brighton .....	7.25 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	226,725
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	10 cents.
For way passengers.....	5 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$1,028 35
Taxes on real estate.....	309 42
Total cost of maintaining road and real estate.....	\$1,337 77

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,000 00
Officers, clerks, agents, and office expenses.....	120 00
Conductors, drivers, and engineers on dummy cars.....	5,453 78
Repairs of cars and sleighs.....	500 23
Repairs of harness, including material and labor.....	406 03
Horseshoeing, including material and labor.....	670 30
Horses and mules.....	3,036 50
Stable expenses.....	2,041 42

Feed, grain, hay, etc., including expense of grinding.....	\$8,456 77
Fuel, gas, and lights.....	170 09
Rents, including use of other roads, ferries, etc.....	210 00
Insurance.....	150 29
Advertising and printing.....	11 50
Contingencies.....	15 00
Total expense of operating road, and repairs.....	<u>\$17,241 91</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$17,204 43
Sale of manure.....	\$235 25
Sale of horses.....	714 04
Rent of buildings.....	121 25
Total receipts.....	<u>1,070 54</u>
	<u>\$18,274 97</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs....	<u>\$18,579 68</u>
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## OFFICERS.

E. J. CUNNINGHAM ..... Superintendent, Tompkinsville, S. I.

Communications intended for this company should be addressed, E. J. CUNNINGHAM, Superintendent, Tompkinsville, Richmond county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

EDWARD J. CUNNINGHAM, *Superintendent.*

(No. 69.)

## SYRACUSE AND GEDDES.

STATE OF NEW YORK, }  
Onondaga County, } ss.:

R. A. BONTA, Secretary and Treasurer, and Wm. J. HART, acting Superintendent of operations of the Syracuse and Geddes Railway Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

R. A. BONTA,  
W. J. HART.

Subscribed and sworn to before me, }  
this 19th day of November, 1878. }

H. A. PLUMB,  
Notary Public, Onondaga County, N. Y.

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$50,000 00
Amount of stock subscribed.....	50,000 00
Amount paid in, as by last report.....	25,000 00



# RAILROAD REPORT.

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Total amount now paid in of capital stock .....	\$25,000 00
Funded debt, as by last report. ....	25,000 00
Total amount now of funded debt. ....	25,000 00
Total amount now of funded and floating debt. ....	25,000 00
Average rate, per annum, of interest on funded debt. ....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment .....	\$34,232 15	\$34,232 15

## CHARACTERISTICS OF ROAD.

Length of road .....	2 miles.
Length of road laid .....	2 "
Length of double track, including sidings .....	.25 "
Weight of rail, per yard .....	35 and 40 lbs.
Number of passenger cars .....	6
Number of freight cars .....	2
Number of horses and mules .....	23
Length of main line of road from Geddes to Salina street, Syracuse, .....	2 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars about .....	250,000
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 and 6 cents.
For way passengers .....	3½ and 5 "

The average time consumed by passenger cars in passing over the road .....	20 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$750 00
Taxes on real estate .....	215 00
Total cost of maintaining road and real estate .....	\$965 00

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence. ....	\$700 00
Officers, clerks, agents, and office expenses .....	260 00
Drivers on cars .....	1,332 00
Watchmen, switchmen, roadmen, etc. ....	96 00
Repairs of cars and sleighs .....	570 25
Repairs of harness, including material and labor. ....	125 15
Horseshoeing, including material and labor .....	511 10
Horses and mules .....	212 50
Stable expenses, labor .....	960 00
Feed, grain, hay, etc., including expense of grinding. ....	1,950 65
Fuel, gas, and lights. ....	178 00
Oil and waste .....	76 00
Law expenses .....	50 00
Rents, including use of other roads, ferries, etc. ....	240 00
Insurance .....	140 00
Advertising and printing .....	75 00
Contingencies .....	550 00
Total expense of operating road, and repairs .....	\$8,026 65

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....		\$12,899 89
Carrying U. S. mail .....	\$200 00	
W. J. Hart .....	50 00	
Old iron sold .....	24 00	
Sleigh sold .....	22 50	
Manure sold .....	50 00	
Car wheels .....	20 00	
Rent .....	100 00	
Horses sold .....	115 00	
		581 50
Total receipts .....		\$13,481 39

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$8,991 65
For interest .....	1,803 40
For dividends on stock—amount and rate per cent, 5 per cent ...	2,500 00
Improvements on park .....	453 86
Total payments during the year .....	\$13,748 91

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

R. NELSON GERE .....	Geddes.
GEORGE C. GERE .....	Geddes.
HARVEY STEWART .....	Geddes.
ISAAC R. PHARIS .....	Geddes.
CHARLES TALLMAN .....	Syracuse.
R. A. BONTA .....	Syracuse.
JOHN WHITE* .....	Syracuse.
G. J. WYNKOOP .....	Syracuse.
ROBERT MCCARTHY .....	Syracuse.
L. T. REDFIELD .....	Syracuse.
D. P. WOOD .....	Syracuse.
CHARLES ANDREW .....	Syracuse.
W. J. HART .....	Syracuse.

R. NELSON GERE ..... President, Geddes.

R. A. BONTA ..... Treasurer and Secretary, Syracuse.

W. J. HART ..... Superintendent, Syracuse.

Communications intended for this company should be addressed, W. J. HART, Superintendent, No. 1 Onondaga County Savings Bank building, Syracuse, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) R. A. BONTA, *Treasurer and Secretary.*  
W. J. HART, *Superintendent.*

\* Deceased.

(No. 70.)

## SYRACUSE AND ONONDAGA.

STATE OF NEW YORK, }  
*Onondaga County,* } ss.:

ANSON N. PALMER, Treasurer and Secretary, and HENRY THOMPSON, acting Superintendent of operations of the Syracuse and Onondaga Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) ANSEN N. PALMER,  
 HENRY THOMPSON.

Subscribed and sworn to before me, }  
 this 26th day of November, 1878. }

GEO. F. HINE,  
*Notary Public, Onondaga Co., N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$70,000 00
Amount of stock subscribed.....	70,000 00
Amount paid in, as by last report.....	37,000 00
Total amount now paid in of capital stock .....	37,000 00
Floating debt, as by last report.....	4,000 00
The amount now of floating debt.....	4,000 00
Total amount now of funded and floating debt .....	4,000 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$26,900 00	\$26,900 00
For land, buildings and fixtures, including land		
damages.....	15,200 00	15,200 00
For dummy cars, horses, mules, and harness ...	3,122 34	3,408 90
For cars and sleighs .....	5,805 00	5,805 00
Total cost of road and equipment.....	\$51,027 34	\$51,313 90

## CHARACTERISTICS OF ROAD.

Length of road.....	2.60 miles.
Length of road laid.....	2.60 "
Length of double track, including sidings .....	2.60 "
Weight of rail, per yard .....	28 pounds.
Number of passenger cars.....	6
Number of horses .....	16



## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	323,428
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 cents.
For way passengers .....	3 "

The average time consumed by passenger cars in passing over the road .....	20 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$263 26
Taxes on real estate .....	394 48

Total cost of maintaining road and real estate .....	\$657 74
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$850 00
Officers, clerks, agents, and office expenses .....	158 60
Conductors, drivers, and engineers on dummy cars .....	1,926 04
Watchmen, starters, switchmen, roadmen, etc. .... }	
Repairs of cars and sleighs .....	453 63
Repairs of harness, including material and labor .....	146 39
Horseshoeing, including material and labor .....	489 85
Horses and mules .....	563 06
Stable expenses .....	960 00
Feed, grain, hay, etc., including expense of grinding .....	1,406 82
Fuel, gas, and lights .....	113 32
Damages to persons and property, including medical attendance .....	75 00
Law expenses .....	18 00
Insurance .....	161 25
Advertising and printing .....	45 93
Contingencies .....	669 51

Total expense of operating road, and repairs .....	\$8,037 45
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## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$12,937 18
House rent .....	\$137 00
Rent, Brighton road .....	250 00
Advertising .....	9 38
Manure .....	150 00
Horses .....	276 50
	822 88

Total receipts .....	\$13,760 06
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## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs .....	\$8,695 19
For interest .....	279 87
For dividends on stock—amount and rate per cent. ....	4,550 00

Total payments during the year .....	\$13,525 06
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

CHARLES TALLMAN.....	Syracuse, N. Y.
JACOB CROUSE.....	Syracuse, N. Y.
JUSTUS NEWELL.....	Syracuse, N. Y.
CHAS. FRANCHOT.....	Syracuse, N. Y.
MATTHIAS BRITTON.....	Syracuse, N. Y.
A. N. PALMER.....	Syracuse, N. Y.
HARMON W. VAN BUREN.....	Syracuse, N. Y.
DANIEL PRATT.....	Syracuse, N. Y.
CHARLES P. CLARK.....	Syracuse, N. Y.
PETER BURNS.....	Syracuse, N. Y.
WILBUR M. BROWN.....	Syracuse, N. Y.
JACOB SMITH.....	Syracuse, N. Y.
GEO. A. OSTRANDER.....	Syracuse, N. Y.

CHARLES TALLMAN..... President, Syracuse, N. Y.

A. N. PALMER..... Treasurer and Secretary, Syracuse, N. Y.

HENRY THOMPSON..... Superintendent, Syracuse, N. Y.

Communications intended for this company should be addressed, A. N. PALMER, No. 46 West Fayette street, Syracuse.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) ANSON N. PALMER, *Treasurer.*  
HENRY THOMPSON, *Supt.*

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(No. 71.)

## THIRD AVENUE.

STATE OF NEW YORK, }  
City and County of New York, } ss.:

SAMUEL L. PHILLIPS, President, and GEORGE W. FIELD, acting Superintendent of operations of the Third Avenue Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) SAMUEL L. PHILLIPS,  
G. W. FIELD.

Subscribed and sworn to before me, }  
this 26th day of November, 1878. }

CHAS. S. ARTHUR,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$2,000,000 00
Amount of stock subscribed .....	2,000,000 00
Amount paid in, as by last report .....	2,000,000 00
Total amount now paid in of capital stock .....	2,000,000 00
Funded debt, as by last report .....	2,000,000 00
Total amount now of funded debt .....	2,000,000 00
Total amount now of funded and floating debt .....	2,000,000 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$1,775,855 14	\$1,775,855 14
For land, buildings and fixtures, including land		
damages .....	1,782,485 52	1,782,485 52
For horses, and harness .....	385,505 31	385,505 31
For cars .....	286,038 25	286,038 25
Total cost of road and equipment .....	\$4,229,884 22	\$4,229,884 22

## CHARACTERISTICS OF ROAD.

Length of road .....	8 miles.
Length of road laid .....	8 "
Length of double track, including sidings .....	10 "
Weight of rail, per yard .....	60 pounds.
Number of passenger cars .....	285
Number of freight cars .....	9
Number of horses and mules .....	1,949
Length of main line of road from Ann street to Harlem river .....	8 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, about .....	30,400,000
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	6 cents.
For way passengers .....	5 "

The average time consumed by passenger cars in passing over the road .....	1 h. & 20 min.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$20,316 84
Taxes on real estate .....	67,361 28
Total cost of maintaining road, and real estate .....	\$87,678 12



# RAILROAD REPORT.

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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General expenses .....	\$33,079 39
Officers, clerks, agents, and office expenses .....	35,416 63
Conductors and drivers .....	304,618 25
Watchmen, starters, switchmen, roadmen, etc.....	164,979 70
Repairs of cars .....	27,793 92
Repairs of harness, including material and labor .....	4,681 97
Horseshoeing, including material and labor.....	38,075 45
Horses .....	54,122 55
Stable expenses .....	5,729 31
Feed, grain, hay, etc., including expense of grinding. ....	168,907 11
Fuel, gas, and lights. ....	7,315 26
Oil and waste .....	1,408 54
Damages to persons and property, including medical attendance....	12,888 22
Law expenses .....	16,461 11
Rents, including use of other roads, ferries, etc.....	23,500 00
Insurance. ....	3,065 13
Stationery and printing .....	1,359 55
<b>Total expense of operating road, and repairs .....</b>	<b>\$903,402 09</b>

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers .....	\$1,664,209 14
Manure .....	\$5,333 28
Rents of real estate, car panels, mail service, tracks, and interest.....	41,139 37
	46,472 65
<b>Total receipts .....</b>	<b>\$1,710,681 79</b>

### PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$991,080 21
For interest.....	140,000 00
For dividends on stock—amount and rate per cent .....	500,000 00
Payment to stockholders, under resolution of directors.....	100,000 00
Registered coupon bonds purchased.....	30,000 00
<b>Total payments during the year.....</b>	<b>\$1,761,080 21</b>

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1877.								
November 5.....	....	....	....	....	1	....	1	....
November 19.....	....	2	....	....	....	....	....	2
December 21.....	....	....	....	....	....	1	....	1
December 27.....	....	....	....	....	....	1	....	1
1878.								
January 16.....	....	....	....	....	....	1	....	1
March 8.....	....	....	....	....	....	1	....	1
April 3.....	....	....	....	....	....	1	....	1
May 21.....	1	....	....	....	....	....	1	....
<b>Total.....</b>	<b>1</b>	<b>2</b>	<b>....</b>	<b>....</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>7</b>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1877.

† November 5. Edward Galen, a boy five and one-half years of age, was accidentally run over by car No. 136, near One Hundred and Fourth street; died November 7, 1878.

November 19. Lewis Baustein, of 28 Ludlow street, fell from rear platform of car No. 180 while in a fit; was slightly injured; since recovered.

November 19. James Keenan, of 825½ Second avenue, fell off the front platform of car No. 73, injuring his wrist.

December 21. Car No. 326 knocked Patrick Leahy, a laborer on New York Elevated Railroad, in a hole near Eighteenth street; injuries slight.

December 27. George W. Naegle had his foot injured by car No. 116, at the Harlem depot of the company.

1878.

January 16. Austin Egan, driver of a truck, came in collision with car No. 108, and was slightly injured by being thrown under the wheels of his own truck.

March 8. John Toole, of 333 Rivington street, was accidentally knocked in a hole of the New York Elevated Railroad, on Fifty-fourth street, by car No. 87; slight scalp wound and bruises; fully recovered.

April 8. Ann M. Fisher, of 135 Mulberry street, was accidentally knocked down by car No. 57 while attempting to cross the track, in the Bowery, between Prince and Spring streets; injuries slight.

May 21. Patrick Berry, of 228 East Twenty-fifth street, while getting off the front platform of car No. 180, fell, and the car passed over his arm, causing injuries resulting in death on May 22, 1878; coroner's verdict was accidental death.

There have been the usual number of slight accidents resulting from the attempts of passengers to get on the cars while in motion, and where no injuries were sustained beyond soiling their clothes and slightly shaking them up.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

WILLIAM REMSEN .....	New York City.
HENRY HART .....	New York City.
THURLOW WEED .....	New York City.
ROBERT GEORGE REMSEN .....	New York City.
SAMUEL L. PHILLIPS .....	New York City.
SAMUEL HALL, M. D. ....	New York City.
MOSES MITCHELL .....	New York City.
Gen. ALEX. S. WEBB .....	New York City.
JAMES D. SMITH .....	New York City.
FREDERICK B. NOYES .....	New York City.
HENRY MORRISON .....	New York City.
JOHN M. SAMLER .....	New York City.
SAMUEL WILLETS .....	New York City.

SAMUEL L. PHILLIPS .....	President.
HENRY HART .....	Vice-President.
LEWIS LYON .....	Treasurer.
CHARLES S. ARTHUR .....	Secretary.
GEORGE W. FIELD .....	Engineer and Superintendent.

Communications intended for this company should be addressed, Third Avenue Railroad Company, Sixty-fifth street and Third avenue, New York city.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) SAMUEL L. PHILLIPS, *President*.  
G. W. FIELD, *Superintendent*.

(No. 72.)

**TROY AND ALBIA.**

STATE OF NEW YORK, }  
Rensselaer County, } ss.:

THOMAS A. TILLINGHAST, President, and THEODORE E. HASLEHURST, Treasurer and acting Superintendent of operations of the Troy and Albia Horse Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. A. TILLINGHAST,  
THEO. E. HASLEHURST. }

Subscribed and sworn to before me, }  
this 12th day of November, 1878. }

J. H. HUNTINGTON,  
*Notary Public, Troy, N. Y.*

**STOCK AND DEBTS.**

Capital stock, as by charter .....	\$50,000 00
Amount of stock subscribed....	44,700 00
Amount paid in, as by last report. ....	44,700 00
Total amount now paid in of capital stock .....	44,700 00
Funded debt, as by last report .....	35,100 00
Total amount now of funded debt. ....	35,100 00
Total amount now of funded and floating debt .....	35,100 00
Average rate, per annum, of interest on funded debt .....	7 per cent.

**COST OF ROAD AND EQUIPMENT.**

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$50,908 40	\$50,908 40
For land, buildings and fixtures, including land		
damages .....	11,952 34	11,952 34
For horses, mules, and harness .....	6,206 18	6,663 68
For cars and sleighs .....	6,027 85	6,027 85
Total cost of road and equipment....	\$75,094 77	\$75,552 27



## CHARACTERISTICS OF ROAD.

Length of road.....	3.17 miles.
Length of road laid.....	3.17 "
Length of double track, including sidings.....	3.33 "
Weight of rail, per yard.....	35 to 45 lbs.
Number of passenger cars.....	8
Number of horses.....	29
Length of main line of road from Troy to Albia.....	3.17 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	212,787
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	12 cents.
For way passengers.....	5, 7, and 9 cts.

The average time consumed by passenger cars in passing over the road.....	45 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$518 61
Taxes on real estate.....	587 10
Total cost of maintaining road and real estate.....	\$1,105 71

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,200 00
Officers, clerks, agents, and office expenses.....	500 00
Conductors and drivers.....	4,207 18
Repairs of cars and sleighs.....	260 89
Repairs of harness, including material and labor.....	29 25
Horseshoeing, including material and labor.....	444 50
Stable expenses.....	3,074 73
Feed, grain, hay, etc., including expense of grinding.....	2,204 59
Fuel, gas, lights, and oil.....	176 35
Insurance.....	206 24
Advertising and printing.....	111 30
Contingencies.....	593 76
Total expense of operating road, and repairs.....	\$12,998 79

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$17,162 22
Weighing.....	\$26 69
Manure.....	135 68
	162 37
Total receipts.....	\$17,324 59

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$14,104 50
For interest.....	2,450 00
Total payments during the year.....	\$16,554 50

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

THOMAS A. TILLINGHAST .....	Troy.
L. E. GURLEY .....	Troy.
W. W. WHITMAN .....	Troy.
E. H. VIRGIL .....	Troy.
JAMES J. TILLINGHAST .....	Troy.
WM. H. YOUNG .....	Troy.
GEO. T. LANE .....	Troy.
F. W. FARNHAM .....	Troy.
WM. E. GILBERT .....	Troy.
T. A. KNICKERBACKER .....	Troy.
T. E. HASLEHURST .....	Troy.
LEVI SMITH .....	Troy.
CICERO PRICE .....	Troy.

THOMAS A. TILLINGHAST ..... President, Troy.

THEO. E. HASLEHURST ..... Treasurer and Secretary, Troy.

WM. R. BEAN ..... Superintendent, Troy.

Communications intended for this company should be addressed, Troy and Albia Horse Railroad Company, No. 11 First street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOS. A. TILLINGHAST, *President.*  
THEO. E. HASLEHURST, *Treasurer.*

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(No. 73.)

## TROY AND COHOES.

STATE OF NEW YORK, }  
Rensselaer County, } ss.:

JOSEPH J. HAGEN, Treasurer, and JOHN E. BROWN, acting Superintendent of operations of the Troy and Cohoes Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOSEPH J. HAGEN,  
JOHN E. BROWN,

Subscribed and sworn to before me, }  
this 21st day of October, 1878. }

G. H. SAGENDORF,  
*Notary Public, Troy, N. Y.*

## TROY AND COHOES

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00

The Troy and Cohoes Railroad is leased to and operated by the Troy and Lansingburgh Railroad Company.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$36,491 71	\$36,491 72
For land, buildings and fixtures, including land damages.....	13,508 29	13,508 29
Total cost of road and equipment.....	\$50,000 00	\$50,000 00

## CHARACTERISTICS OF ROAD.

Length of road.....	4.50 miles.
Length of road laid.....	3.50 "
Length of double track, including sidings.....	1.40 "
Weight of rail, per yard.....	46 pounds.
Length of main line of road from Troy to Cohoes.....	3.80 miles.

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From Troy and Lansingburgh Railroad Company, for rent of road.....	\$3,500 00
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## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For dividends on stock—amount and rate per cent, 7 per cent....	\$3,500 00
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## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

TRUMAN G. YOUNGLOVE.....	Cohoes.
CHARLES H. ADAMS.....	Cohoes.
GEORGE A. LALLY.....	Lansingburgh.
AUGUSTUS A. PEEBLES.....	Lansingburgh.
JOSEPH M. WARREN.....	Troy.
WILLIAM BARTON.....	Troy.
JOSEPH W. FULLER.....	Troy.
EDWARD O. EATON.....	Troy.
WM. HOWARD HART.....	Troy.
JOHN HOBART WARREN.....	Troy.
JOHN HITCHKINS.....	Troy.
JACOB JACOBS.....	Troy.
WILLIAM KEMP.....	Troy.

TRUMAN G. YOUNGLOVE.....	President.
JOSEPH J. HAGEN.....	Treasurer and Secretary.
JOHN E. BROWN.....	Superintendent.



Communications intended for this company should be addressed, Troy and Cohoes Railroad Company, No. 205 River street, Troy, Rensselaer County, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOSEPH J. HAGEN, *Treasurer.*  
JOHN E. BROWN, *Supt.*

(No. 74.)

### TROY AND LANSINGBURGH.

STATE OF NEW YORK, }  
Rensselaer County, } ss.:

JOSEPH J. HAGEN, President, and JOHN E. BROWN, acting Superintendent of operations of the Troy and Lansingburgh Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) JOSEPH J. HAGEN,  
JOHN E. BROWN.

Subscribed and sworn to before me, }  
this 21st day of October, 1878. }

G. H. SAGENDORF,  
*Notary Public, Troy, N. Y.*

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in, as by last report.....	250,000 00
Total amount now paid in of capital stock.....	250,000 00
Funded debt, as by last report.....	125,000 00
Total amount now of funded debt.....	125,000 00
Floating debt, as by last report.....	38,260 00
The amount now of floating debt.....	25,140 00
Total amount now of funded and floating debt.....	150,140 00
Average rate, per annum, of interest on funded debt.....	7 per cent.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$149,679 94	\$145,579 94
For land, buildings and fixtures, including land damages.....	88,548 00	91,548 00
For horses and harness.....	36,477 00	35,944 00
For cars and sleighs.....	31,200 00	26,900 00
Total cost of road and equipment.....	\$305,904 94	\$299,971 94

## CHARACTERISTICS OF ROAD.

Length of road .....	6.61 miles.
Length of road laid .....	6.61 "
Length of double track, including sidings .....	4.05 "
Weight of rail, per yard .....	45 pounds.
Number of passenger cars .....	55
Number of horses .....	263
Length of main line of road from Waterford to Iron Works, Troy...	6.61 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	2,570,558
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	12 cents.
For way passengers .....	10, 8, 6, & 5 cts.

The average time consumed by passenger cars in passing over the road .....	1 h. & 14 min.
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The report includes the doings of the Troy and Lansingburgh Railroad, and the Troy and Cohoes Railroad leased.

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures .....	\$7,843 10
Taxes on real estate .....	8,794 11
Total cost of maintaining road and real estate .....	\$11,637 21

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$2,710 00
Officers, clerks, agents, and office expenses .....	3,915 86
Conductors and drivers .....	30,636 41
Watchmen, hostlers, and helpers .....	12,817 71
Repairs of cars and sleighs .....	5,318 68
Repairs of harness, including material and labor .....	729 47
Horseshoeing, including material and labor .....	3,796 94
Horses .....	5,927 42
Stable expenses .....	1,337 98
Feed, grain, hay, etc., including expense of grinding .....	24,932 66
Fuel, gas, and water .....	1,585 23
Oil and waste .....	1,041 18
Alarm bell punch .....	2,089 21
Damages to persons and property, including medical attendance .....	863 52
Law expenses .....	9,568 33
Rents, including use of other roads and bridges .....	1,200 80
Insurance .....	298 55
Advertising and printing .....	941 48
Contingencies .....	
Total expense of operating road, and repairs .....	\$109,711 48

## RAILROAD REPORT.

825

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....		\$166,025 61
Manure .....	\$991 69	
Rents .....	195 00	
Mail and messenger service .....	600 00	
Old iron .....	230 95	
Transportation of paper .....	177 56	
Damages to cars .....	10 00	
Sundries .....	109 85	
Cars sold .....	1,150 00	
		<u>3,465 05</u>
Total receipts .....		<u>\$169,490 66</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs. ....	\$121,348 69
For interest. ....	10,858 19
For dividends on stock—amount and rate per cent, 8 per cent. . .	20,000 00
Reduction of debt .....	18,120 00
Total payments during the year .....	<u>\$165,326 88</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

WILLIAM BARTON .....	Troy, N. Y.
JACOB JACOBS .....	Troy, N. Y.
WILLIAM KEMP .....	Troy, N. Y.
EDWARD O. EATON .....	Troy, N. Y.
JOHN FLAGG .....	Troy, N. Y.
CHARLES CLEMINSHAW .....	Troy, N. Y.
OTIS G. CLARK .....	Troy, N. Y.
ELIAZER A. PECK .....	Troy, N. Y.
JAMES MCCOY .....	Troy, N. Y.
HENRY B. DAUCHY .....	Troy, N. Y.
GEORGE A. LALLY .....	Lansingburgh, N. Y.
NATHANIEL B. POWERS .....	Lansingburgh, N. Y.
DAVID T. LAMB .....	Waterford, N. Y.

WILLIAM KEMP .....	President.
JOSEPH J. HAGEN .....	Treasurer and Secretary.
JOHN E. BROWN .....	Superintendent.

Communications intended for this company should be addressed, Troy and Lansingburgh Railroad Company, 205 River street, Troy, Rensselaer county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) JOSEPH J. HAGEN, *Treasurer.*  
JOHN E. BROWN, *Superintendent.*



(No. 75.)

## TWENTY-THIRD STREET.

STATE OF NEW YORK, }  
*New York County,* } ss.:

GEORGE TERRY, acting Superintendent of operations of the Twenty-third Street Railway Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEORGE TERRY.

Subscribed and sworn to before me, }  
 this 20th day of December, 1878. }

JACOB ANGELL,  
*Notary Public, New York County.*

## STOCK AND DEBTS.

Capital stock, as by charter.....	\$600,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in, as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt, as by last report.....	335,665 00
Total amount now of funded debt.....	388,665 00
Floating debt, as by last report.....	94,000 00
The amount now of floating debt.....	55,004 59
Total amount now of funded and floating debt.....	443,669 59
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, and \$150,000 paid the city.....	\$577,274 35	\$595,145 29
For land, buildings and fixtures, including land damages.....	165,141 25	175,041 25
For dummy cars, horses, mules, and harness...	72,768 33	110,783 33
For cars and sleighs.....	87,454 07	87,454 07
Total cost of road and equipment.....	\$902,638 00	\$968,423 94

The following report includes all transactions of the Bleecker Street and Fulton Ferry Railroad, which line is leased to this company for 99 years:

## CHARACTERISTICS OF ROAD.

Length of road*.....	11.50 miles
Length of road laid.....	11.50 "
Length of double track, including sidings.....	13 "
Weight of rail, per yard.....	54 pounds

\* Including lease of Bleecker Street and Fulton Ferry Railroad.

## RAILROAD REPORT.

827

Number of passenger cars .....	92
Number of horses and mules .....	600
Length of main line of road from Twenty-third street, North river, to Fulton ferry .....	4½ miles.
From Twenty-third street, North river, to Thirty-fourth street, East river .....	2½ "

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	9,668,604
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers .....	5 cents.
For way passengers .....	5 "

## THE AVERAGE TIME CONSUMED BY PASSENGER CARS IN PASSING OVER THE ROAD.

To Fulton ferry .....	42 minutes.
To East Twenty-third street .....	23 "
To East Thirty-fourth street .....	27 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of build- ings and fixtures .....	\$13,944 94
Taxes on real estate .....	19,119 98
Total cost of maintaining road and real estate .....	\$33,064 92

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$5,000 00
Officers, clerks, agents, and office expenses .....	14,356 87
Conductors, drivers, and engineers on dummy cars .....	55,587 50
Watchmen, starters, switchmen, roadmen, etc. ....	11,873 80
Tow horses expenses .....	8,403 88
Repairs of cars and sleighs .....	20,599 27
Repairs of harness, including material and labor .....	3,285 62
Horseshoeing, including material and labor .....	8,453 68
Horses and mules .....	35,560 00
Stable expenses .....	27,240 89
Feed, grain, hay, etc., including expense of grinding .....	55,665 22
Fuel, gas, and lights .....	4,622 19
Oil and waste .....	521 39
Water tax .....	842 75
Damages to persons and property, including medical attendance....	131 00
Law expenses .....	15,471 45
Rents, including use of other roads, ferries, etc. ....	6,750 77
Insurance .....	2,780 00
Advertising and printing .....	98 20
Removing snow and ice .....	1,685 93
Registers .....	1,452 25
Total expense of operating road, and repairs .....	\$280,382 66

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers .....	\$483,430 20
Sale of old iron, etc .....	\$9,718 85
Rent .....	2,899 67
Horses .....	2,512 50
Manure .....	2,102 24
Damages to cars .....	727 63
Conductors' wages forfeited .....	266 24

Wood and wire.....	\$208 45	
Interest.....	67 98	
Advertising.....	5 00	
		\$18,503 56
Total receipts.....		\$501,933 76

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$313,447 58
* For interest.....	77,100 05
For dividends on stock—amount and rate per cent.....	48,000 00
† Payments on account of B. St. and F. F. R. R. ....	10,997 47
‡ Bleeker Street stockholders, per terms of lease.....	6,750 00
Detective service .....	309 18
Total payments during the year .....	\$456,604 28

## ACCIDENTS.

DATE.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1878.								
April 24.....	....	....	....	....	1	....	1	....
May 27.....	....	....	....	....	1	....	1	....
July 5.....	....	....	....	....	1	....	1	....
July 27.....	....	....	....	....	....	1	....	1
Aug. 22.....	....	....	....	....	....	1	....	1
Aug. 23.....	....	....	....	....	1	....	1	....
Totals.....	....	....	....	....	4	2	4	2

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

April 24. Deaf and dumb boy, about five years old, named Solomon, while playing in the street, was run over by car, 36, Bleeker Street line, and injured so severely that he died the next day; company and driver exonerated at coroner's inquest.

May 27. An Italian child, three years old, named Annie Garten, while running across Crosby street fell, and was run over by car 40, Bleeker Street line, injuring her so severely that she died; company and driver exonerated.

July 5. An Italian laborer, while digging in a hole to lay gas pipes at Elm and Canal streets, was struck by car 28, Bleeker Street line, he having raised his head up as the car was being pushed over the hole, not understanding when told to keep down; was injured so severely that he died; company and driver exonerated.

July 27. Boy, named Delaney, while playing with a crowd of boys on a pile of dirt, where water-pipes were being laid, corner First avenue and Thirtieth street, was run over by hind wheel of car 22, and had right leg severely injured.

NOTE.—\* Includes \$48,000 paid for interest on bonds of the B. St. and F. F. R. R. Co.

† Paid on account of old claims.

‡ Dividend on stock of the B. St. and F. F. R. R. Co., as per lease, viz.: 1½ per cent per annum.

State Engineer and Surveyor.



August 22. Boy, named Andrew Fox, while playing in Elm street, was knocked down by the horses of car 39, Bleecker Street line, and wheel of car run over his foot.

August 23. Boy, named ———, was run over in Twenty-eighth street by car 32 of Thirty-fourth Street line, and both legs so badly crushed that he died the same day; company and driver exonerated.

#### NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

##### *Directors.*

JACOB SHARP.....	New York.
THURLOW WEED.....	New York.
LEWIS MAY.....	New York.
EUGENE S. BALLIN.....	New York.
DAVID JAMES KING.....	New York.
JAMES FLANAGAN.....	New York.
HENDERSON MOORE.....	New York.
ISAAC HENDRIX.....	New York.
SAMUEL B. H. VANCE.....	New York.
JOHN R. FLANAGAN.....	New York.
JAMES LYNCH.....	New York.
L. MARK.....	New York.
LAZARUS ROSENFELD.....	New York.

JACOB SHARP.....	President.
LEWIS MAY.....	Treasurer.
GEO. H. INGERSOLL.....	Secretary.
GEORGE TERRY.....	Superintendent.

Communications intended for this company should be addressed, Geo. H. INGERSOLL, Secretary, foot West Twenty-third street, New York.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) GEORGE TERRY, *Superintendent.*

(No. 76.)

#### UTICA, CLINTON AND BINGHAMTON.

STATE OF NEW YORK, }  
*Oneida County,* } ss.:

O. S. WILLIAMS, President, and Wm. H. SCHUYLER, acting Superintendent of operations of the Utica, Clinton and Binghamton Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which

has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed)

O. S. WILLIAMS,  
W. H. SCHUYLER.

Subscribed and sworn to before me, }  
this 27th day of November, 1878. }

A. W. MILLS,  
*Notary Public, Oneida County.*

#### STOCK AND DEBTS. \*

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron,	\$261,894 42	\$261,894 42
For land buildings and fixtures, including land		
damages .....	21,863 29	22,255 12
For dummy cars, horses, mules, and harness.. }	43,913 45	47,302 51
For cars and sleighs .....		
Total cost of road and equipment .....	\$327,671 16	\$331,452 05

#### CHARACTERISTICS OF ROAD.

Length of road .....	10.36 miles.
Length of road laid.....	10.36 "
Length of double track, including sidings. ....	2.77 "
Weight of rail, per yard .....	56 to 58 lbs.
Number of passenger cars.....	15
Number of horses and mules.....	86
Length of main line of road from Utica to New Hartford and Whites-	
boro .....	7.59 miles.

#### DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars .....	573,140
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#### THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	8 to 12 cents.
For way passengers .....	4 to 5 "

The average time consumed by passenger cars in passing over the	
road .....	45 minutes.

#### EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of	
buildings and fixtures .....	\$977 05
Taxes on real estate .....	339 70
Total cost of maintaining road and real estate.....	\$1,316 75

\* NOTE.—The Utica, Clinton and Binghamton Railroad consists of a steam road, leased to the Delaware and Hudson Canal Company and operated by the Delaware, Lackawanna and Western Railroad Company (the report of which is included in the steam railroad reports), and a horse railroad through the city of Utica to New Hartford and Whitesboro, operated by the company itself.

*State Engineer and Surveyor.*

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$1,200 00
Officers, clerks, agents, and office expenses.....	1,226 85
Conductors, drivers, and engineers on dummy cars.....	5,987 02
Watchmen, starters, switchmen, roadmen, porters, etc.....	480 00
Repairs of cars and sleighs.....	1,253 45
Repairs of harness, including material and labor.....	394 99
Horseshoeing, including material and labor.....	1,518 91
Horses and mules.....	1,334 26
Stable expenses.....	3,509 80
Feed, grain, hay, etc., including expense of grinding.....	7,273 81
Fuel.....	80 37
Oil, waste, gas, and lights.....	139 92
Water tax.....	102 00
Damages to persons and property, including medical attendance....	313 00
Rents, including use of other roads, ferries, etc.....	1,225 00
Insurance.....	415 59
Advertising and printing.....	73 48
Contingencies.....	826 76
Total expense of operating road, and repairs.....	<u>\$27,355 21</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$38,082 94
Mail service.....	\$200 00
Manure.....	225 00
Rent.....	100 00
Advertising.....	49 00
	<u>574 00</u>
Total receipts.....	<u>\$38,656 94</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	<u>\$28,671 96</u>
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## ACCIDENTS.

	Injured.
June 6, 1878.....	<u>1</u>

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

June 6. Mrs. Kittie L. Hickox stepped or jumped from street car in motion, and was somewhat bruised, but not seriously.



## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

JOHN THORN .....	Utica.
ISAAC MAYNARD .....	Utica.
ROBERT S. WILLIAMS .....	Utica.
HENRY HOPSON .....	Utica.
OTHENEIL S. WILLIAMS .....	Clinton.
JOHN E. ELLIOT .....	Clinton.
ANDREW W. MILLS .....	Clinton.
DAVID M. MINER .....	Oriskany Falls.
JOSEPH W. FORWARD .....	Bouckville.
D. B. WEST .....	Hamilton.
GEORGE B. PHELPS .....	Watertown.
ALEX. HOLLAND .....	New York.
CHAS. H. SMYTH .....	Franklin Iron Works.

O. S. WILLIAMS .....	President, Clinton.
J. W. CHURCH .....	Secretary, Utica.
WM. H. SCHUYLER .....	Superintendent, Utica.

Communications intended for this company should be addressed, J. W. CHURCH, Secretary, No. 19 Main street, Utica, Oneida county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) O. S. WILLIAMS, *President.*  
W. H. SCHUYLER, *Superintendent.*

(No. 77.)

## UTICA AND MOHAWK.

STATE OF NEW YORK, }  
Oneida County, } ss.:

B. R. ROBSON, Jr., Treasurer of the Utica and Mohawk Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) B. R. ROBSON, JR.

Subscribed and sworn to before me, }  
this 8th day of October, 1878. }

A. B. BUELL,  
*Notary Public, Oneida County, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$250,000 00
Amount of stock subscribed .....	40,350 00
Amount paid in, as by last report. ....	40,350 00
Total amount now paid in of capital stock .....	40,350 00

# RAILROAD REPORT.

833

Floating debt, as by last report.....	\$1,700 00
The amount now of floating debt.....	1,700 00
Total amount now of funded and floating debt.....	1,700 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	\$32,500 00	\$32,500 00

## CHARACTERISTICS OF ROAD.

Length of road.....	11 $\frac{3}{4}$ miles.
Length of road laid.....	2 $\frac{1}{4}$ "
Length of double track, including sidings.....	1 $\frac{1}{4}$ "
Weight of rail, per yard.....	25 pounds.
Number of passenger cars.....	13
Number of horses and mules.....	4
Length of main line of road from Utica to Mohawk.....	11 $\frac{3}{4}$ miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	39,198
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	6 cents.
For way passengers.....	5 "

The average time consumed by passenger cars in passing over the road.....	30 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$210 00
Taxes on real estate.....	25 15
Total cost of maintaining road and real estate.....	\$235 15

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	\$300 00
Conductors, drivers, and engineers on dummy cars.....	660 00
Repairs of cars and sleighs.....	60 00
Repairs of harness, including material and labor.....	13 28
Horseshoeing, including material and labor.....	70 31
Feed, grain, hay, etc., including expense of grinding.....	319 25
Fuel, gas, and lights.....	7 50
Oil and waste.....	15 00
Law expenses.....	5 00
Insurance.....	25 75
Advertising and printing.....	5 75
Contingencies.....	127 59
Total expense of operating road, and repairs.....	\$1,609 43

## CASH RECEIPTS AND PAYMENTS.

### RECEIPTS.

From passengers.....	\$1,959 92
Sale of iron.....	\$4 50
Sale of bus.....	25 00
Damage to car.....	10 00
	39 50
Total receipts.....	\$1,999 42

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$1,844 58
For interest.....	119 00
Total payments during the year .....	<u>\$1,963 58</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

L. M. TAYLOR.....	Utica, N. Y.
GEORGE M. WEAVER.....	Utica, N. Y.
BENJAMIN ALLEN.....	Utica, N. Y.
N. S. HAYS.....	Utica, N. Y.
JOHN D. KERNAN.....	Utica, N. Y.
D. N. CROUSE.....	Utica, N. Y.
B. R. ROBSON, Jr.....	Utica, N. Y.
JAMES H. READ.....	Utica, N. Y.
ISAAC WHIFFEN.....	Utica, N. Y.
CHARLES W. HUTCHINSON.....	Utica, N. Y.
JAMES BENTON.....	Utica, N. Y.
A. B. JOHNSON.....	Utica, N. Y.

D. N. CROUSE..... President.

B. R. ROBSON, Jr..... Treasurer and Superintendent.

G. M. WEAVER..... Secretary.

Communications intended for this company should be addressed, B. R. ROBSON, Jr., No. 170 Genesee street, Utica, Oneida county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) B. R. ROBSON, Jr., *Treasurer.*

(No. 78.)

## VAN BRUNT STREET AND ERIE BASIN.

STATE OF NEW YORK, }  
Kings County, } ss.:

EDMUND TERRY, Secretary and Treasurer, and JOHN CUNNINGHAM, acting Superintendent of operations of the Van Brunt Street and Erie Basin Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) EDMUND TERRY,  
JOHN CUNNINGHAM.

Subscribed and sworn to before me, }  
this 17th day of December, 1878. }

D. P. CUNNINGHAM,

*Notary Public, Kings County, N. Y.*



## RAILROAD REPORT.

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## STOCK AND DEBTS.

Capital stock, as by charter .....	\$150,000 00
Amount of stock subscribed .....	75,000 00
Amount paid in, as by last report.....	75,000 00
Total amount now paid in of capital stock.....	75,000 00
Funded debt, as by last report .....	12,000 00
Total amount now of funded debt .....	12,000 00
Floating debt, as by last report.....	2,912 87
The amount now of floating debt .....	2,228 43
Total amount now of funded and floating debt .....	14,228 43
Average rate, per annum, of interest on funded debt.....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, For land, buildings and fixtures, including land damages .....	\$59,500 00	\$59,500 00
For dummy cars, horses, mules, and harness ...	14,600 00	14,600 00
For cars and sleighs .....	5,400 00	5,400 00
	7,500 00	7,500 00
Total cost of road and equipment .....	\$87,000 00	\$87,000 00

## CHARACTERISTICS OF ROAD.

Length of road.....	1.25 miles.
Length of road laid.....	1.25 "
Length of double track, including sidings.....	1.25 "
Weight of rail, per yard .....	45 pounds.
Number of passenger cars .....	6
Number of horses.....	16
Length of main line of road from Hamilton ferry to Erie Basin.....	1.25 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars, about.....	354,235
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

*For through passengers.....	3 cents.
For way passengers.....	3 "

## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$115 28
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\* Unless when tickets are bought, in which case they are sold 10 for 25 cents, 20 for 50 cents, and 40 for \$1.

## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence, officers, clerks, agents, and office expenses, conductors, drivers, and engineers on dummy cars, watchmen, starters, switchmen, roadmen, etc.....	\$6,958 60
Repairs of cars.....	81 01
Horseshoeing, including material and labor.....	489 55
Horses .....	200 00
Stable expenses.....	108 06
Feed, grain, hay, etc., including expense of grinding.....	1,898 46
Fuel, gas, and lights.....	136 50
Water tax.....	32 00
Law expenses .....	25 00
Rents, including use of other roads, ferries, etc.....	250 00
Insurance.....	63 76
Advertising and printing.....	7 50
Contingencies .....	126 83
Total expense of operating road, and repairs .....	<u>\$10,377 26</u>

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$10,627 04
Manure, old horses, and all other sources.....	1,035 50
Total receipts .....	<u>\$11,662 54</u>

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs . . . . .	\$10,492 54
For interest .....	1,050 00
All other payments .....	120 00
Total payments during the year .....	<u>\$11,662 54</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

JAMES BINNS.....	Brooklyn, N. Y.
EDMUND TERRY.....	Brooklyn, N. Y.
JEREMIAH P. ROBINSON .....	Brooklyn, N. Y.
JOHN CUNNINGHAM .....	Brooklyn, N. Y.
HENRY R. PIERSON.....	Albany, N. Y.
CHARLES H. CHRISTMAS .....	Brooklyn, N. Y.
HENRY C. MANGELS .....	Brooklyn, N. Y.

JAMES BINNS.....	President.
EDMUND TERRY .....	Secretary and Treasurer.
JOHN CUNNINGHAM.....	Superintendent.

Communications intended for this company should be addressed, The Van Brunt Street and Erie Basin Railroad Company, No. 264 Van Brunt st., Brooklyn, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

EDMUND TERRY, *Secretary and Treasurer.*  
JOHN CUNNINGHAM, *Superintendent.*

(No. 79.)

## WASHINGTON STREET AND STATE ASYLUM.

STATE OF NEW YORK, }  
*Broome County,* } ss.:

GEORGE WHITNEY, President, and GEORGE W. STOW, acting Superintendent of operations of the Washington Street and State Asylum Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) GEO. WHITNEY,  
 G. W. STOW.

Subscribed and sworn to before me, }  
 this 29th day of November, 1878. }

D. M. WORDEN,  
*Commissioner of Deeds.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$40,000 00
Amount of stock subscribed .....	25,000 00
Amount paid in, as by last report. ....	20,000 00
Total amount now paid in of capital stock .....	25,000 00
Floating debt, as by last report. ....	200 00
The amount now of floating debt .....	718 00
Total amount now of funded and floating debt. ....	718 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron, .....	\$25,000 00	\$25,718 00
For dummy cars, horses, mules, and harness ... ..	.....	725 00
For cars and sleighs .....	.....	1,700 00
Total cost of road and equipment.....	\$25,000 00	\$28,143 00

## CHARACTERISTICS OF ROAD.

Length of road .....	4.52 miles.
Length of road laid.....	3.50 "
Weight of rail, per yard .....	20, 25 & 30 lbs.
Number of passenger cars .....	5
Number of horses and mules. ....	7
Length of main line of road, Fifth ward in the city of Binghamton, to Inebriate Asylum .....	4.52 miles.



## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	52,654
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	5 cents.
For way passengers .....	5 "

The average time consumed by passenger cars in passing over the road .....	40 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$173 17
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## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence .....	\$150 00
Conductors, drivers, and engineers on dummy cars.....	975 00
Repairs of cars and sleighs.....	63 50
Repairs of harness, including material and labor.....	16 80
Horseshoeing, including material and labor.....	158 49
Horses and mules.....	35 00
Stable expenses.....	264 00
Feed, grain, hay, etc., including expense of grinding.....	647 00
Fuel, gas, and lights.....	14 00
Oil and waste.....	15 00
Insurance.....	9 00
Advertising and printing.....	8 00
Contingencies .....	15 00

Total expense of operating road, and repairs.....	\$2,370 79
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## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....	\$2,597 21
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## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$2,543 96
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## ACCIDENTS.

	Killed.
August 27, 1878.....	1

*The following is a statement of the date of each accident, the place where it occurred, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:*

1878.

August 27. John Gorman, a boy 12 years old, while attempting to cross the track in front of the horse, in the fore part of the evening of 27th of August, 1878, and while the car was passing west along Robinson street, and near the crossing of the Albany and Susquehanna Railroad, was struck by the horse, and fell so that the car wheels passed over him, killing him instantly. The verdict of the coroner's jury in the case was that the boy "came to his death from being run over by a street car

on the Washington Street and State Asylum Railroad, and that said jury further find that he came to his death from his own carelessness, and not from any negligence on the part of the driver of the car."

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

GEORGE WHITNEY .....	Binghamton.
WARREN N. BENNETT .....	Binghamton.
GEORGE W. STOW .....	Binghamton.
EDWARD K. CLARK .....	Binghamton.
ERASTUS ROSS .....	Binghamton.
BENJAMIN H. NELSON .....	Binghamton.
THOMAS W. WHITNEY .....	Binghamton.
ALLEN A. PERKINS .....	Binghamton.
AMOS D. STOCKWELL .....	Binghamton.
CHARLES O. ROOT .....	Binghamton.
WILLIAM R. OSBORN .....	Binghamton.
NELSON STOW .....	Binghamton.
ASA TRUESDELL .....	Binghamton.
GEORGE WHITNEY .....	President.
WM. R. OSBORN .....	Treasurer.
C. O. ROOT .....	Secretary.
HENRY C. MERRICK .....	Engineer.
GEORGE W. STOW .....	Superintendent.

Communications intended for this company should be addressed, GEO. WHITNEY, Binghamton, Broome county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) GEORGE WHITNEY, *President.*  
G. W. STOW, *Superintendent.*

(No. 80.)

**WATERVLIT TURNPIKE AND RAILROAD.**

STATE OF NEW YORK, }  
Albany City and County, } ss.:

THOS. P. WAY, Treasurer, and MARLOW C. FOSTER, acting Superintendent of operations of the Watervliet Turnpike and Railroad Company, being severally sworn, each for himself deposes and says, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) THOS. P. WAY,  
M. C. FOSTER.

Subscribed and sworn to before me, }  
this 23d day of November, 1878. }

JAMES C. BELL,  
*Commissioner of Deeds, City of Albany, N. Y.*

## STOCK AND DEBTS.

Capital stock, as by charter .....	\$240,000 00
Amount of stock subscribed .....	240,000 00
Amount paid in, as by last report. ....	240,000 00
Total amount now paid in of capital stock. ....	240,000 00
Funded debt, as by last report .....	133,000 00
Total amount now of funded debt. ....	129,500 00
Total amount now of funded and floating debt .....	129,500 00
Average rate, per annum, of interest on funded debt. ....	7 per cent.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
For road-bed and superstructure, including iron.	\$216,295 35	\$216,295 35
For land, buildings and fixtures, including land damages. ....	44,000 00	44,000 00
For dummy cars, horses, mules, and harness....	64,258 00	64,258 00
For cars and sleighs.....	26,244 00	26,244 00
Total cost of road and equipment.....	\$350,797 35	\$350,797 35

## CHARACTERISTICS OF ROAD.

Length of road .....	7.25 miles.
Length of road laid .....	7.25 "
Length of double track, including sidings .....	7 "
Weight of rail, per yard.....	36 and 45 lbs.
Number of passenger cars. ....	27
Number of horses and mules.....	134
Length of main line of road from Albany to West Troy.....	7.25 miles.

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of passengers (all classes) carried in cars.....	977,755
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## THE RATE OF FARE FOR PASSENGERS CHARGED, AS FOLLOWS:

For through passengers.....	15 cents.
For way passengers .....	5 to 11 "

The average time consumed by passenger cars in passing over the road.....	65 minutes.
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## EXPENSES OF MAINTAINING THE ROAD, OR REAL ESTATE OF THE CORPORATION.

Repairs of road-bed and railway, including iron, and repairs of buildings and fixtures.....	\$7,986 50
Taxes on real estate.....	2,456 01
Total cost of maintaining road and real estate.....	\$10,442 51



## EXPENSES OF OPERATING THE ROAD, AND FOR REPAIRS.

General superintendence.....	}	\$3,049 66
Officers, clerks, agents, and office expenses.....	}	
Conductors, drivers, and engineers on dummy cars.....		15,475 00
Watchmen, starters, switchmen, roadmen, etc.....		492 90
Repairs of cars and sleighs.....		3,414 50
Repairs of harness, including material and labor.....		493 97
Horseshoeing, including material and labor.....		1,851 95
Horses and mules.....		2,825 00
Stable expenses.....		8,115 70
Feed, grain, hay, etc., including expense of grinding.....		12,203 44
Fuel, gas, and lights.....		563 88
Water tax.....		135 00
Damages to persons and property, including medical attendance....		546 00
Law expenses.....		300 00
Insurance.....		617 20
Advertising and printing.....		607 46
Contingencies.....		1,310 70

Total expense of operating road, and repairs.. .. \$52,002 36

## CASH RECEIPTS AND PAYMENTS.

## RECEIPTS.

From passengers.....		\$75,224 20
Rent.....	\$623 00	
Manure.....	700 00	
Old material.....	266 18	
Horses.....	265 00	
Panel rent.....	345 00	
Horseshoeing.....	48 87	
Insurance.....	1 75	
		2,249 80

Total receipts..... \$77,474 00

## PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, maintenance, and repairs.....	\$62,444 87
For interest.....	9,427 61
Bonds redeemed.....	3,500 00
Loan repaid.....	1,000 00

Total payments during the year..... \$76,372 48

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

## Directors.

CHARLES NEWMAN.....	Albany.
JAMES WILSON.....	Albany.
J. W. TILLINGHAST.....	Albany.
A. A. SUMNER.....	Albany.
WM. TILLINGHAST.....	Albany.
JOHN CARY.....	Albany.
DUDLEY OLCOTT.....	Albany.
E. EVERTSEN.....	Albany.

CHARLES NEWMAN..... President.  
 THOS. P. WAY..... Secretary and Treasurer.  
 M. C. FOSTER..... Engineer and Superintendent.

Communications intended for this company should be addressed, Albany, Albany county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed) THOS. P. WAY, *Treasurer.*  
M. C. FOSTER, *Superintendent.*

(No. 81.)

### WEST END AND GLENWOOD.

STATE OF NEW YORK, }  
Broome County, } ss.:

E. F. MATTHEWS, President of the West End and Glenwood Railroad Company, being sworn, deposes and says, that the statements in the annexed report, which has been signed by him, at the end thereof, are true and correct, according to the best of his knowledge, information, and belief.

(Signed) E. F. MATTHEWS.  
Subscribed and sworn to before me, }  
this 14th day of November, 1878. }  
WILLIAM FAIRCHILD,  
*Justice of the Peace.*

#### STOCK AND DEBTS.

Capital stock, as by charter.....	\$10,000 00
Amount of stock subscribed.....	1,700 00
Amount paid in, as by last report .....	1,575 00
Total amount now paid in of capital stock—68 shares .....	<u>1,575 00</u>

The road has not been operated for the past year, owing to the contractors failing to comply with agreement.

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost of road and equipment.....	<u>\$1,575 00</u>	<u>\$1,575 00</u>

#### CHARACTERISTICS OF ROAD.

Length of road.....	.08 miles.
Length of road laid .....	.05 "
Weight of rail, per yard .....	20 pounds.
Length of main line of road from West End to Glenwood .....	<u>.08 miles.</u>

## NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

*Directors.*

EPHRAIM F. MATTHEWS .....	Binghamton, N. Y.
ERASTUS W. SMITH.....	Binghamton, N. Y.
ALONZO C. MATTHEWS.....	Binghamton, N. Y.
WATSON CURTISS.....	Binghamton, N. Y.
JOHN G. ORTON.....	Binghamton, N. Y.
IRA L. S. MATTHEWS.....	Binghamton, N. Y.
ALFRED N. BROWN .....	Binghamton, N. Y.
BREVOORT BROWN.....	Binghamton, N. Y.
SOLOMON JUDD .....	Binghamton, N. Y.
GEO. M. T. JOHNSON .....	Union, N. Y.
ERASTUS ROSS.....	Binghamton, N. Y.
JOHN H. WENTZ.....	Binghamton, N. Y.
HENRY TITEHUEER.....	Binghamton, N. Y.

EPHRAIM F. MATTHEWS .... President, Binghamton, N. Y.

HENRY TITEHUEER..... Treasurer, Binghamton, N. Y.

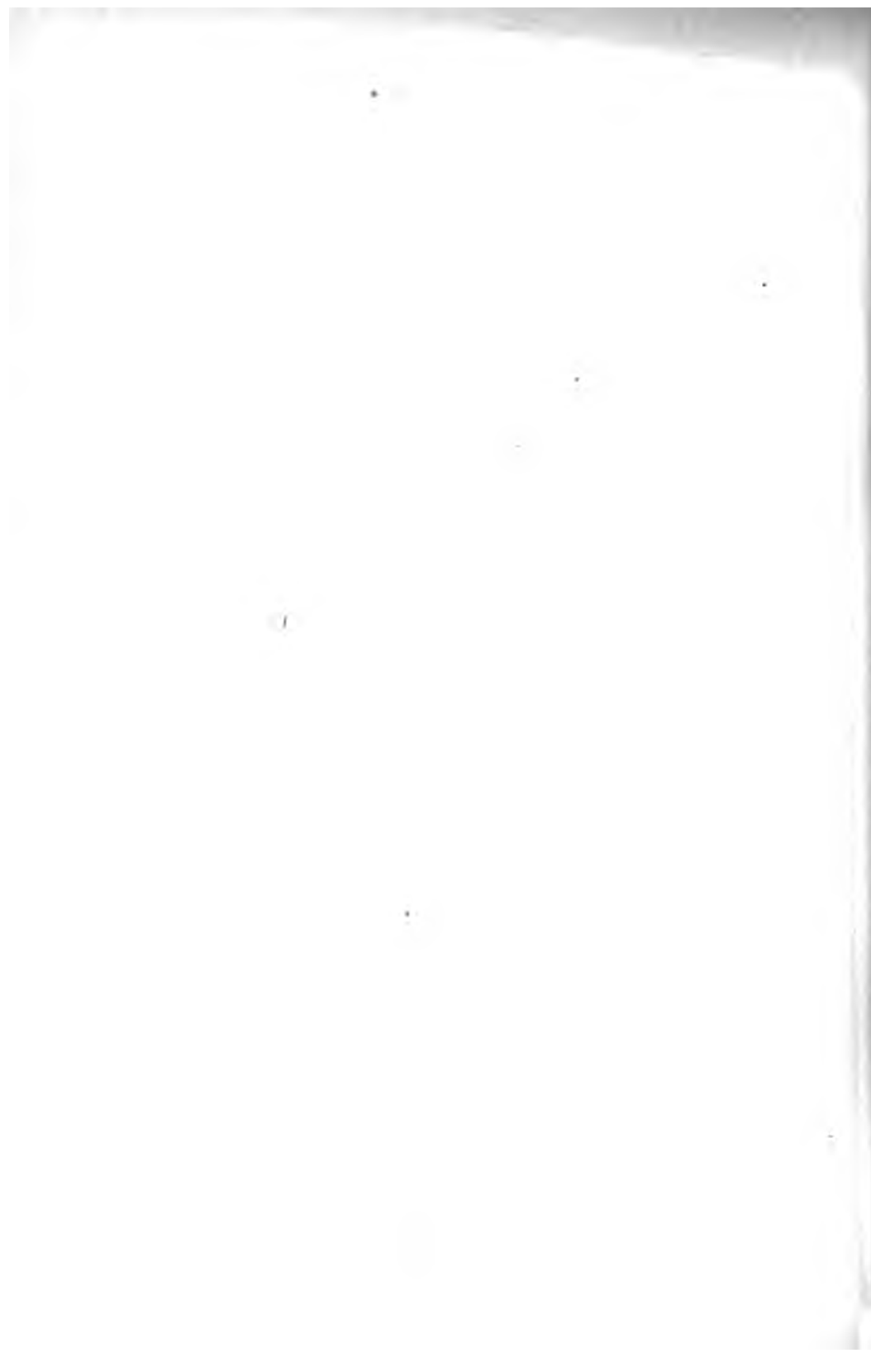
GEO. M. T. JOHNSON. .... Secretary, Union, N. Y.

Communications intended for this company should be addressed, E. F. MATTHEWS, Box 817, Binghamton, Broome county, N. Y.

The undersigned has caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and has examined them as far as practicable, and believes them to be correct.

(Signed) E. F. MATTHEWS, President.





## APPORTIONMENT OF EXPENSES

OF STATE ENGINEER'S DEPARTMENT CHARGEABLE TO RAILROAD COMPANIES FOR THE  
YEAR ENDING SEPTEMBER 30, 1878, AS TAKEN FROM THE BOOKS OF THE COM-  
TROLLER'S OFFICE.

Name of Company.	Proportion.
Adirondack .....	\$24 16
Albany .....	36 96
Albany and Susquehanna .....	410 19
Amsterdam Street .....	1 01
Astoria and Hunter's Point .....	5 10
Atlantic Avenue .....	108 01
Atlantic and Great Western .....	129 37
Auburn and Owasco Lake .....	1 04
Babylon .....	17
Bath and Hammondsport .....	3 33
Boston and Albany .....	421 96
Broadway, Brooklyn .....	72 35
Broadway and Seventh Avenue .....	349 94
Brooklyn, Bath and Coney Island .....	20 61
Brooklyn City .....	517 66
Brooklyn City and Newtown .....	65 37
Brooklyn Crosstown .....	63 03
Buffalo, Corry and Pittsburgh .....	35 64
Buffalo Creek .....	14 67
Buffalo East Side Street .....	29 11
Buffalo and Jamestown .....	62 49
Buffalo, New York and Philadelphia .....	153 36
Buffalo Street .....	68 88
Bushwick .....	68 27
Cayuga .....	32 48
Cayuga and Susquehanna .....	22 95
Cazenovia, Canastota and De Ruyter .....	5 51
Central City .....	4 99
Central Crosstown .....	39 26
Central Park, North and East River .....	273 26
Chemung .....	75 16
Christopher and Tenth Street .....	33 60
Clove Branch .....	6 67

Name of Company.	Proportion.
Coney Island and Brooklyn.....	\$66 68
Cooperstown and Susquehanna Valley.....	12 11
Corning, Cowanesque and Antrim.....	31 85
Dry Dock, East Broadway and Battery.....	246 17
Dunkirk, Allegheny Valley and Pittsburgh.....	56 45
Dunkirk and Fredonia.....	2 56
East Genesee Street and Seward Avenue.....	1 47
Eighth Avenue.....	271 13
Elmira and Horseheads.....	4 47
Elmira, Jefferson and Canandaigua.....	146 78
Elmira State Line.....	121 64
Elmira and Williamsport.....	23 55
Erie.....	4,263 78
Fifth Ward.....	4 98
Fonda and Fultonville.....	42
Fonda, Johnstown and Gloversville.....	39 22
Forty-second Street and Grand Street Ferry.....	112 15
Frankfort and Ilion.....	99
Genesee and Water Street.....	5 05
Geneva, Ithaca and Sayre.....	82 78
Grand Street and Newtown.....	35 70
Grand Street, Prospect Park and Flatbush.....	31 91
Greene.....	12 88
Greenwich and Johnsonville.....	9 43
Harlem Bridge, Morrisania and Fordham.....	27 29
Harlem Extension.....	44 73
Herkimer and Mohawk Street.....	1 54
Houston, West Street and Pavonia Ferry.....	73 52
Jamaica, Woodhaven and Brooklyn.....	7 30
Johnstown, Gloversville and Kingsboro.....	3 57
Kingston and Rondout.....	4 92
Lake Champlain and Moriah.....	33 20
Lake Shore and Michigan Southern.....	281 65
Long Island.....	529 46
Long Island City and Calvary Cemetery.....	2 27
Long Island City Shore.....	8 75
Middleburgh and Schoharie.....	2 82
Middletown and Crawford.....	7 81
Middletown, Unionville and Water Gap.....	14 47
Mohawk and Ilion.....	1 93
New Brighton and Onondaga Valley.....	89
Newburgh, Dutchess and Connecticut.....	36 06
New Jersey and New York.....	29 91
New Williamsburgh and Flatbush.....	23 70
New York, Bay Ridge and Jamaica.....	10 72
New York and Canada.....	137 64
New York Central and Hudson River.....	9,389 70
New York Elevated.....	107 12
New York and Harlem.....	277 11
New York and Manhattan Beach.....	23 56
New York, New Haven and Hartford.....	186 23



# *APPORTIONMENT OF EXPENSES.*

847

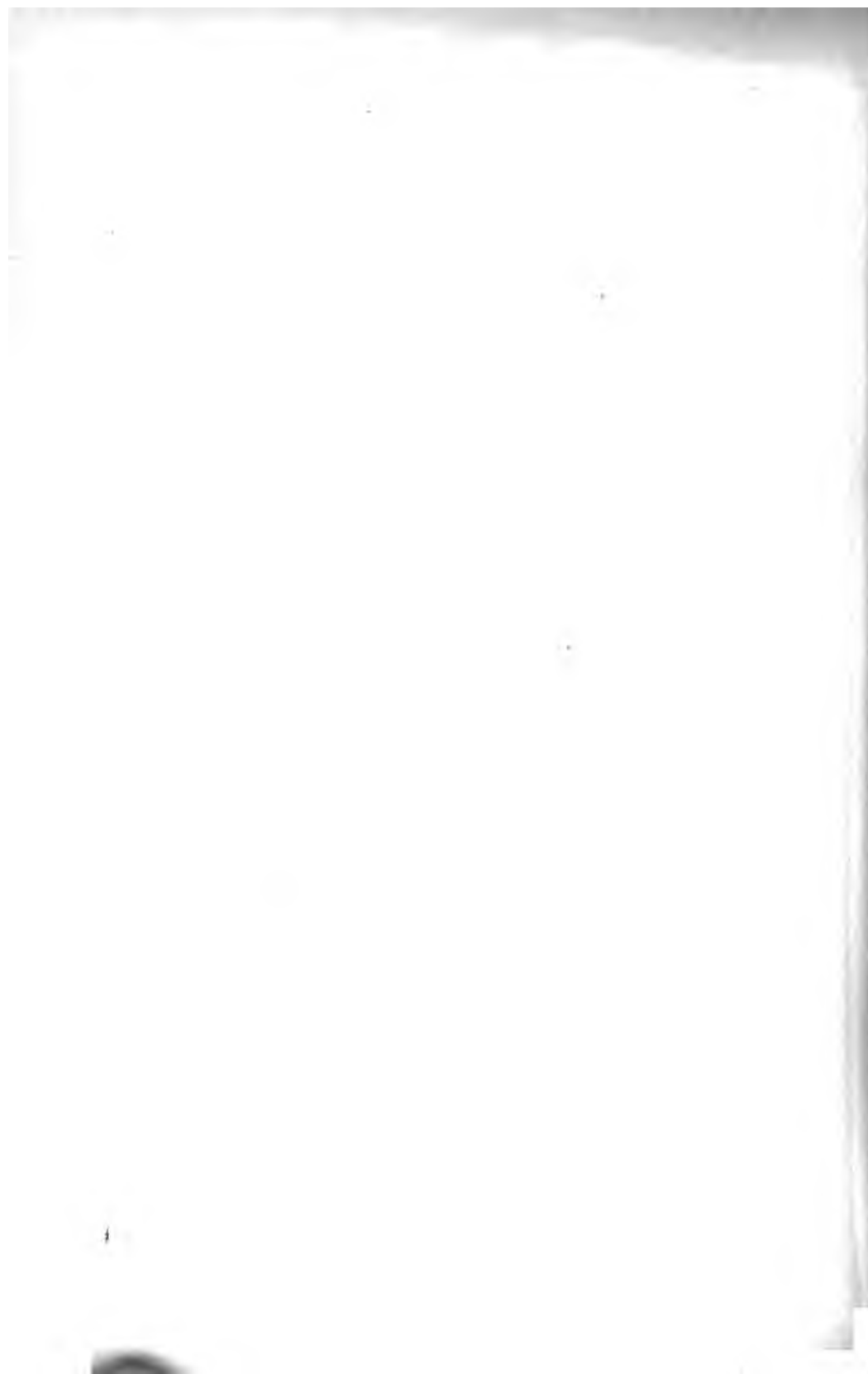
Name of Company.	Proportion.
New York and Oswego Midland .....	\$200 73
Ninth Avenue.....	27 87
North Second Street and Middle Village .....	22 69
Ogdensburgh and Lake Champlain .....	188 32
Ontario Southern .....	12 98
Oswego and Syracuse.....	112 41
Port Jervis and Monticello .....	11 45
Poughkeepsie City.....	6 07
Poughkeepsie, Hartford and Boston.....	23 45
Prospect Park and Coney Island.....	93 57
Rensselaer and Saratoga .....	409 57
Rhinebeck and Connecticut.....	23 28
Rochester City and Brighton.....	34 08
Rome and Clinton .....	7 00
Rome, Watertown and Ogdensburgh.....	441 18
Second Avenue.....	277 04
Schoharie Valley .....	5 28
Silver Lake.....	2 57
Sixth Avenue.....	314 61
Skaaneateles.....	6 11
South Brooklyn Central .....	3 53
Southern Central .....	163 17
South Ferry.....	16 87
Southfield Branch .....	1 18
Staten Island.....	81 57
Staten Island Shore.....	6 77
Sterling Mountain .....	8 40
Syracuse, Binghamton and New York.....	197 50
Syracuse and Chenango.....	12 17
Syracuse, Chenango and New York.....	14 08
Syracuse and Geddes .....	5 02
Syracuse and Onondaga.....	4 22
Third Avenue.....	642 41
Troy and Albia.....	6 05
Troy and Boston.....	149 19
Troy and Lansingburgh.....	59 52
Twenty-third Street.....	180 55
Ulster and Delaware.....	50 25
Utica and Black River .....	163 67
Utica, Chenango and Susquehanna Valley .....	156 37
Utica, Clinton and Binghamton (steam).....	29 16
Utica, Clinton and Binghamton (horse).....	13 95
Utica, Ithaca and Elmira .....	45 84
Utica and Mohawk.....	66
Valley.....	50 66
Van Brunt Street and Erie Basin .....	4 75
Wallkill Valley.....	7 90
Washington Street and State Asylum.....	64
Warwick Valley.....	15 90
Watervliet Turnpike and Railroad .....	32 79
Total .....	<u>\$24,355 58</u>

## EXPENSES :

Printing report of 1876, Chapter 192, Laws of 1876.....	\$5,000 00
Clerk hire, preparing report 1876, Chapter 275, Laws of 1877.....	300 00
Printing report of 1877, Chapter 128, Laws of 1877.....	5,000 00
Printing report of 1877, Chapter 252, Laws of 1878.....	6,000 00
Clerk hire, compiling report 1877, Chapter 252, Laws of 1878.....	1,000 00
Printing blanks.....	51 75
Salary, Deputy State Engineer and Surveyor.....	3,311 83
Clerk hire.....	3,690 00
Total.....	<u>\$24,353 58</u>

GENERAL RAILROAD ACT,  
AND  
LAWS AMENDING THE SAME,  
AND OTHER  
GENERAL LAWS  
RELATING TO THE  
RAILROADS OF THE STATE.





Chap. 140.

AN ACT to authorize the formation of railroad corporations,  
and to regulate the same.

Passed April 2, 1850, "three-fifths being present."

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any number of persons, not less than twenty-five, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any unincorporated railroad already constructed for the like public use; and for that purpose may make and sign articles of association, in which shall be stated the name of the company; the number of years the same is to continue; the places from and to which the road is to be constructed, or maintained and operated; the length of such road as near as may be, and the name of each county in this state through or into which it is made, or intended to be made; the amount of the capital stock of the company, which shall not be less than ten thousand dollars for every mile of road constructed, or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of thirteen directors of the company, who shall manage its affairs for the first year, and until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company. On compliance with the provisions of the next section, such articles of association may be filed in the office of the secretary of state, who shall indorse thereon the day they are filed, and record the same in a book to be provided by him for that purpose; and thereupon the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the provisions contained in title three of chapter eighteen of the first part of the Revised Statutes, except the provisions contained in the seventh section of the said title.

§ 2. Such articles of association shall not be filed and recorded in the office of the secretary of state, until at least one thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per cent paid thereon in good faith, and in cash, to

the directors named in said articles of association; nor until there is indorsed thereon, or annexed thereto, an affidavit made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and ten per cent paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association, as aforesaid.

§ 3. A copy of any articles of association filed and recorded in pursuance with this act, or of the record thereof, with a copy of the affidavit aforesaid indorsed thereon or annexed thereto, and certified to be a copy by the secretary of this state, or his deputy, shall be presumptive evidence of the incorporation of such company, and of the facts therein stated.

§ 4. When such articles of association and affidavit are filed and recorded in the office of the secretary of state, the directors named in said articles of association may, in case the whole of the capital stock is not before subscribed, open books of subscription to fill up the capital stock of the company, in such places and after giving such notice as they may deem expedient, and may continue to receive subscriptions until the whole capital stock is subscribed. At the time of subscribing, every subscriber shall pay to the directors ten per cent on the amount subscribed by him, in money; and no subscription shall be received or taken without such payment.

§ 5. There shall be a board of thirteen directors of every corporation formed under this act, to manage its affairs. Said directors shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote for each share of stock held by him. Vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. Every corporation formed under this act shall be subject to the regulations concerning the election of directors of moneyed corporations, contained in article second of the second title of the eighteenth chapter of the first part of the Revised Statutes. The inspectors of the first election of directors shall be appointed by the board of directors named in the articles of association. No person shall be a director, unless he shall be a stockholder, owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen. At every election of directors,



the books and papers of such company shall be exhibited to the meeting, provided a majority of the stockholders present shall require it.

§ 6. The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws.

§ 7. The directors may require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution of the board of directors, the said board shall be authorized to declare his stock, and all previous payments thereon, forfeited for the use of the company; but they shall not declare it so forfeited, until they shall have caused a notice in writing to be served on him personally, or by depositing the same in the post-office, properly directed to him at the post-office nearest his usual place of residence, stating that he is required to make such payment at the time and place specified in said notice; and that if he fails to make the same, his stock, and all previous payments thereon, will be forfeited for the use of the company; which notice shall be served as aforesaid, at least sixty days previous to the day on which such payment is required to be made.

§ 8. The stock of every company formed under this act shall be deemed personal estate and shall be transferable in the manner prescribed by the by-laws of the company, but no share shall be transferable until all previous calls thereon shall have been fully paid in; and it shall not be lawful for such company to use any of its funds in the purchase of any stock in its own, or in any other corporation.

§ 9. In case the capital stock of any company formed under this act, is found to be insufficient for constructing and operating its road, such company may, with the concurrence of two-thirds in amount of all its stockholders, increase its capital stock from time to time, to any amount required for the purposes aforesaid. Such increase must be sanctioned by a vote in person, or by proxy, of two-thirds in amount of all the stockholders of the company, at a meeting of such stockholders, called by the directors of the company for that purpose, by a notice in writing to each stockholder, to be served on him personally, or by depositing the same, properly folded and directed to him, at the post-office nearest his usual place of residence, in the post-office, at least twenty days prior to such meeting. Such notice must state the time and place of the meeting, and its object, and the amount to which it is proposed to increase the capital stock. The proceedings of such meeting must be entered on the minutes of the proceedings

of the company, and thereupon the capital stock of the company may be increased to the amount sanctioned by a vote of two-thirds in amount of all the stockholders of the company as aforesaid.

§ 10. Each stockholder of any company formed under this act, shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such company, until the whole amount of the capital stock so held by him shall have been paid to the company; and all the stockholders of every such company shall be jointly and severally liable for all the debts due or owing to any of its laborers and servants, for services performed for such corporation; but shall not be liable to an action therefor, before an execution shall be returned unsatisfied in whole or in part against the corporation; and then the amount due on such execution shall be the amount recoverable, with costs, against such stockholders.

§ 11. No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security, shall be personally subject to any liability as stockholder of such company; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent as the testator, or intestate, or the ward or person interested in such trust fund would have been if he had been living and competent to act, and held the same stock in his own name.

§ 12. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer, for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company, within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the amount and number of days' labor, and the time when the same was performed, for which the claim is made, and the name of the contractor from whom due, and shall be signed by such laborer, or his attorney; and shall be served on an engineer, agent or superintendent employed by such company, having charge of the section of the road on which such labor was performed, personally, or by leaving the same at the office or usual place of business

of such engineer, agent or superintendent, with some person of suitable age. But no action shall be maintained against any company under the provisions of this section, unless the same is commenced within thirty days after notice is given to the company by such laborer as above provided.

§ 13. In case any company formed under this act is unable to agree for the purchase of any real estate required for the purpose of its incorporation, it shall have the right to acquire title to the same, in the manner and by the special proceedings prescribed in this act.

§ 14. For the purpose of acquiring such title, the said company may present a petition, praying for the appointment of commissioners of appraisal, to the supreme court, at any general or special term thereof held in the district in which the real estate described in the petition is situated. Such petition shall be signed and verified according to the rules and practice of such court. It must contain a description of the real estate which the company seeks to acquire; and it must, in effect, state that the company is duly incorporated, and that it is the intention of the company, in good faith, to construct and finish a railroad from and to the places named for that purpose in its articles of association; that the whole capital stock of the company has been in good faith subscribed as required by this act; that the company has surveyed the line or route of its proposed road, and made a map or survey thereof, by which such route or line is designated, and that they have located their said road according to such survey, and filed certificates of such location, signed by a majority of the directors of the company, in the clerk's office of the several counties through or into which the said road is to be constructed; that the land described in the petition is required for the purpose of constructing or operating the proposed road; and that the company has not been able to acquire title thereto, and the reason of such inability. The petition must also state the names and places of residence of the parties, so far as the same can by reasonable diligence be ascertained, who own or have, or claim to own or have estates or interests in the said real estate; and if any such persons are infants, their ages, as near as may be, must be stated; and if any of such persons are idiots or persons of unsound mind, or are unknown, that fact must be stated, together with such other allegations and statements of liens or incumbrances on said real estate as the company may see fit to make. A copy of such petition, with a notice of the time and place the same will be presented to the supreme court, must be served on all persons whose interests are to be affected by the proceedings, at least ten days prior to the presentation of the same to the said court.



1. If the person on whom such service is to be made resides in this state, and is not an infant, idiot, or person of unsound mind, service of a copy of such petition and notice must be made on him or his agent or attorney, authorized to contract for the sale of the real estate described in the petition, personally, or by leaving the same at the usual place of residence of the person on whom service must be made as aforesaid, with some person of suitable age.

2. If the person on whom such service is to be made resides out of the state, and has an agent residing in this state, authorized to contract for the sale of the real estate described in the petition, such service may be made on such agent, or on such person personally out of the state; or it may be made by publishing the notice, stating briefly the object of the application, and giving a description of the land to be taken, in the state paper, and in a paper printed in the county in which the land to be taken is situated, once in each week for one month next previous to the presentation of the petition. And if the residence of such person residing out of this state, but in any of the United States, or any of the British colonies in North America, is known, or can by reasonable diligence be ascertained, the company must, in addition to such publication as aforesaid, deposit a copy of the petition and notice in the post-office, properly folded and directed, to such person at the post-office nearest his place of residence, at least thirty days before presenting such petition to the court, and pay the postage chargeable thereon in the United States.

3. If any person on whom such service is to be made is under the age of twenty-one years, and resides in this state, such service shall be made as aforesaid on his general guardian; or if he has no such guardian, then on such infant personally, if he is over the age of fourteen years; and if under that age, then on the person who has the care of, or with whom such infant resides.

4. If the person on whom such service is to be made is an idiot, or of unsound mind, and resides in this state, such service may be made on the committee of his person or estate; or if he has no such committee, then on the person who has the care and charge of such idiot or person of unsound mind.

5. If the person on whom such service is to be made is unknown, or his residence is unknown, and cannot by reasonable diligence be ascertained, then such service may be made, under the direction of the court, by publishing a notice, stating the time and place the petition will be presented, the object thereof, with a description of the land to be affected by the proceedings, in the state paper, and in a paper

printed in the county where the land is situated, once in each week for one month previous to the presentation of such petition.

6. In case any party to be affected by the proceedings is an infant, idiot, or of unsound mind, and has no general guardian or committee, the court shall appoint a special guardian or committee to attend to the interests of such person in the proceedings; but if a general guardian or committee has been appointed for such person in this state, it shall be the duty of such general guardian or committee to attend to the interests of such infant, idiot, or person of unsound mind; and the court may require such security to be given by such general or special guardian or committee, as it may deem necessary to protect the rights of such infant, idiot, or person of unsound mind; and all notices required to be served in the progress of the proceedings may be served on such general or special guardian or committee.

7. In all cases not herein otherwise provided for, service of orders, notices, and other papers in the special proceedings authorized by this act, may be made as the supreme court shall direct.

§ 15. On presenting such petition to the supreme court as aforesaid, with proof of service of a copy thereof and notice as aforesaid, all persons whose estates or interests are to be affected by the proceedings may show cause against granting the prayer of the petition, and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of five disinterested and competent persons, who reside in the county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of such commissioners. The parties whose lands are to be appraised, or their attorneys, may, in case they appear, name six such persons, and the company a like number, provided they do so, and the court shall appoint two of the commissioners from each of the six so named, in case there is no legal objection to such appointment, and the other commissioner shall be appointed by the court in its discretion.

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the Constitution. Any one of them may issue subpoenas, administer oaths to witnesses, and any three of them may adjourn the proceedings before them from time to time, in their discretion. Whenever they meet, except by the appointment of the court or pursuant to adjournment, they shall cause reasonable

notice of such meetings to be given to the parties who are to be affected by their proceedings, or their attorney or agent. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony, if any is taken by them, to writing; and after the testimony is closed in each case, and without any unnecessary delay, and before proceeding to the examination of any other claim, a majority of them, all being present and acting, shall ascertain and determine the compensation which ought justly to be made by the company to the party or parties owning or interested in the real estate appraised by them; and in determining the amount of such compensation they shall not make an allowance or deduction on account of any real or supposed benefits which the parties in interest may derive from the construction of the proposed railroad. They, or a majority of them, shall also determine and certify what sum ought to be paid to a general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interest of any unknown owner or party in interest not personally served with notice of the proceedings, and who has not appeared, for costs, expenses and counsel fees. They shall make a report to the supreme court, signed by them or a majority of them, of the proceedings before them, with the minutes of the testimony taken by them, if any. Said commissioners shall be entitled to three dollars for their expenses and services for each day they are engaged in the performance of their duties, to be paid by the company.

§ 17. On such report being made by said commissioners, the company shall give notice to the parties, or their attorneys, to be affected by the proceedings, according to the rules and practice of said court, at a general or special term thereof, for the confirmation of such report; and the court shall thereupon confirm such report and shall make an order containing a recital of the substance of the proceedings in the matter of the appraisal, and a description of the real estate appraised for which compensation is to be made; and shall also direct to whom the money is to be paid, or in what bank, and in what manner it shall be deposited by the company.

§ 18. A certified copy of the order so to be made as aforesaid, shall be recorded at full length in the clerk's office of the county in which the land described in it is situated; and thereupon, and on the payment or deposit by the company of the sums to be paid as compensation for the land, and for costs, expenses and counsel fees as aforesaid, and as directed by said order, the company shall be entitled to enter upon, take possession of, and use the said land for the purpose of its



incorporation, during the continuance of its corporate existence, by virtue of this or any other act; and all persons who have been made parties to the proceedings shall be divested and barred of all right, estate and interest in such real estate, during the corporate existence of the company as aforesaid. All real estate acquired by any company under and pursuant to the provisions of this act, for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation of the report of the commissioners, as provided for in theseventeenth section of this act, either party may appeal, by notice in writing to the other, to the supreme court, from the appraisal and report of the commissioners. Such appeal shall be heard by the supreme court at any general or special term thereof, on such notice thereof being given, according to the rules and practice of said court. On the hearing of such appeal, the court may direct a new appraisal before the same or new commissioners in its discretion; the second report shall be final and conclusive on all the parties interested. If the amount of the compensation to be made by the company is increased by the second report, the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct; and if the amount is diminished, the difference shall be refunded to the company by the party to whom the same may have been paid; and judgment therefor may be rendered by the court, on the filing of the second report, against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised; and when the same is made by others than the company, it shall not be heard, except on a stipulation of the party appealing not to disturb such possession.

§ 19. If there are adverse and conflicting claimants to the money, or any part of it, to be paid as compensation for the real estate taken, the court may direct the money to be paid into the said court by the company, and may determine who is entitled to the same, and direct to whom the same shall be paid; and may in its discretion, order a reference to ascertain the facts on which such determination and order are to be made.

§ 20. The court shall appoint some competent attorney to appear for, and protect the rights of any party in interest who is unknown, or whose residence is unknown, and who has not appeared in the proceedings by an attorney or agent. The court shall also have power at any time to amend any defect or informality in any of the special proceedings authorized by this act, as may be necessary; or to cause new parties to be added, and to direct such further notices to be given,

to any party in interest, as it deems proper; and also to appoint other commissioners in place of any who shall die, or refuse, or neglect to serve, or be incapable of serving.

§ 21. If, at any time after an attempt to acquire title by appraisal of damages or otherwise, it shall be found that the title thereby attempted to be acquired is defective, the company may proceed anew to acquire or perfect such title, in the same manner as if no appraisal had been made; and at any stage of such new proceedings, the court may authorize the corporation, if in possession, to continue in possession, and, if not in possession, to take possession, and use such real estate during the pendency and until the final conclusion of such new proceedings; and may stay all actions or proceedings against the company on account thereof, on such company paying into court a sufficient sum, or giving security, as the court may direct, to pay the compensation therefor when finally ascertained; and in every such case the party interested in such real estate may conduct the proceedings to a conclusion, if the company delays or omits to prosecute the same.

§ 22. Every company formed under this act, before constructing any part of their road into or through any county named in their articles of association, shall make a map and profile of the route intended to be adopted by such company in such county, which shall be certified by the president and engineer of the company, or a majority of the directors, and filed in the office of the clerk of the county in which the road is to be made. The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or given to the company, of the route so designated. Any party feeling aggrieved by the proposed location, may, within fifteen days after receiving written notice as aforesaid, apply to a justice of the supreme court, out of court, by petition, duly verified, setting forth his objections to the route designated; and the said justice may, if he considers sufficient cause therefor to exist, appoint three disinterested persons, one of whom must be a practical engineer, commissioners to examine the proposed route, and, after hearing the parties, to affirm or alter the same, as may be consistent with the just rights of all parties and the public; but no alteration of the route shall be made, except by the concurrence of the commissioner who is a practical civil engineer. The determination of the commissioners shall, within thirty days after their appointment, be made and certified by them, and the certificate filed in the office of the county clerk. Said commissioners shall each be entitled to three dollars per day for their

expenses and services, to be paid by the person who applied for their appointment; and if the proposed route of the road is altered or changed by the commissioners, the company shall refund to the applicant the amount so paid.

§ 23. The directors of every company formed under this act may, by a vote of two-thirds of their whole number, at any time alter or change the route, or any part of the route of their road, if it shall appear to them that the line can be improved thereby; and they shall make and file in the clerk's office of the proper county, a survey, map and certificate of such alteration or change; and shall have the same right and power to acquire title to any lands required for the purposes of the company, in such altered or changed route, as if the road had been located there in the first instance; and no such alteration shall be made in any city or village, after the road shall have been constructed, unless the same is sanctioned by a vote of two-thirds of the common council of said city or trustees of said village; and in case of any alteration made in the route of any railroad after the company has commenced grading, compensation shall be made to all persons for injury so done to any lands that may have been donated to the company. All the provisions of this act relative to the first location, and to acquiring title to land, shall apply to every such new or altered portion of the route.

§ 24. Whenever the track of a railroad constructed by a company formed under this act shall cross a railroad, a highway, turnpike, or plank-road, such highway, turnpike or plank-road may be carried under or over the track, as may be found most expedient; and in cases where an embankment or cutting shall make a change in the line of such highway, turnpike or plank-road desirable, with a view to a more easy ascent or descent, the said company may take such additional lands for the construction of such road, highway, turnpike or plank-road on such new line as may be deemed requisite by the directors. Unless the lands so taken shall be purchased for the purposes aforesaid, compensation therefor shall be ascertained in the manner prescribed in this act for acquiring title to real estate, and duly made by said corporation to the owners and persons interested in such lands. The same, when so taken, shall become a part of such intersecting highway, turnpike or plank-road, in such manner and by such tenure as the adjacent parts of the same highway, turnpike or plank-road may be held for highway purposes.

§ 25. The commissioners of the land office shall have power to grant to any railroad company formed under this act, any land belonging to the people of this state, which may be required for the



purposes of their road, on such terms as may be agreed on by them; or such company may acquire title thereto by appraisal, as in the case of lands owned by individuals; and if any land belonging to a county or town is required by any company for the purposes of the road, the county or town officers having the charge of such land may grant such land to such company, for such compensation as may be agreed upon.

§ 26. In case any title or interest in real estate required by any company formed under this act, for the purpose of its incorporation, shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot, or person of unsound mind, the supreme court shall have power, by a summary proceeding on petition, to authorize and empower such trustee, or the general guardian or committee of such infant, idiot, or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as may be just; and in case any such infant, idiot, or person of unsound mind, has no general guardian or committee, the said court may appoint a special guardian or committee for the purpose of making such sale, release or conveyance, and may require such security from such general or special guardian or committee as said court may deem proper. But before any conveyance or release authorized by this section shall be executed, the terms on which the same is to be executed shall be reported to the court, on oath; and if the court is satisfied that such terms are just to the party interested in such real estate, the court shall confirm the report, and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land having legal power to sell and convey the same.

§ 27. No company formed under this act shall lay down, or use in the construction of their road, any iron rail of less weight than fifty-six pounds to the lineal yard, except for turnouts, sidings and switches.

§ 28. Every corporation formed under this act, shall, in addition to the powers conferred on corporations in the third title of the eighteenth chapter of the first part of the Revised Statutes, have power:

1. To cause such examination and surveys for its proposed railroad to be made, as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers or agents and servants, to enter upon the lands or waters of any person, but subject to responsibility for all damages which shall be done thereto.

2. To take and hold such voluntary grants of real estate and other property as shall be made to it, to aid in the construction, maintenance and accommodation of its railroad; but the real estate received

by voluntary grant shall be held and used for the purposes of such grant only.

3. To purchase, hold and use all such real estate and other property as may be necessary for the construction and maintenance of its railroad, and the stations and other accommodations necessary to accomplish the objects of its incorporation; but nothing herein contained shall be held as repealing, or in any way affecting the act entitled "An act authorizing the construction of railroads upon Indian lands," passed May 12, 1836.

4. To lay out its road not exceeding six rods in width, and to construct the same; and for the purposes of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the road, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor as provided in this act for lands taken for the use of the company.

5. To construct their road across, along, or upon any stream of water, water-course, street, highway, plank road, turnpike or canal, which the route of its road shall intersect or touch; but the company shall restore the stream or water-course, street, highway, plank-road and turnpike thus intersected or touched, to its former state, or to such state as not unnecessarily to have impaired its usefulness. Every company formed under this act shall be subject to the power vested in the canal commissioners by the seventeenth section of chapter two hundred and seventy-six of the Session Laws of eighteen hundred and thirty-four. Nothing in this act contained shall be construed to authorize the erection of any bridge, or any other obstructions across, in or over any stream or lake navigated by steam or sail boats, at the place where any bridge or other obstructions may be proposed to be placed; nor to authorize the construction of any railroad not already located in, upon or across any streets in any city, without the assent of the corporation of said city.

6. To cross, intersect, join and unite its railroad with any other railroad before constructed, at any point on its route, and upon the grounds of such other railroad company, with the necessary turnouts, sidings and switches, and other conveniences in furtherance of the objects of its connections. And every company whose railroad is or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same

shall be ascertained and determined by commissioners, to be appointed by the court as is provided in this act in respect to acquiring title to real estate.

7. To take and convey persons and property on their railroad by the power or force of steam or of animals, or by any mechanical power, and to receive compensation therefor.

8. To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freights and business.

9. To regulate the time and manner in which passengers and property shall be transported, and the compensation to be paid therefor; but such compensation, for any passenger and his ordinary baggage, shall not exceed three cents per mile.

10. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railroad, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the company for the purposes aforesaid; and the directors of the company may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of said company, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt.

§ 29. Whenever the railroad of any company formed under this act shall run parallel or nearly parallel to any canal of this state, and within thirty miles of such canal, the company owning such railroad shall pay to the canal fund, on all property transported upon its railroad other than the ordinary baggage of passengers, the same tolls upon that portion of the road running parallel to the canal, that would have been payable to the state if such property other than baggage had been transported on any such canal; and every such company shall make returns, at such times and in such manner as the commissioners of the canal fund shall prescribe, of all the property transported on its railroad, except ordinary baggage of passengers; and the said commissioners are authorized and required to prescribe the manner in which such tolls so payable to the canal fund by such company, shall be collected and paid, and to enforce the collection and payment thereof, and to make such regulations as they shall deem proper for that purpose; and every such company that shall neglect or refuse to comply with any such regulations, shall forfeit to the people of this state the sum of five hundred dollars for every day it shall so neglect or refuse; and in every case of such forfeiture, it shall be the duty of



the attorney-general to prosecute such company for the penalty in the name of the people.

§ 30. Every conductor, baggage master, engineer, brakeman, or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector, without such badge, shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge, shall have authority to meddle or interfere with any passenger, his baggage or property.

§ 31. Every railroad corporation formed under this act, shall make an annual report to the state engineer and surveyor of the operations of the year ending on the thirtieth day of September, which report shall be verified by the oaths of the treasurer, or president, and acting superintendent of operations, and be filed in the office of the state engineer and surveyor by the first day of December in each year, and shall state:

1. The amount of capital as by charter.
2. The amount of stock subscribed.
3. The amount paid in as by last report.
4. The total amount now of capital stock paid in.
5. The funded debt by last report.
6. The total amount now of funded debt.
7. The floating debt as by last report.
8. The amount now of floating debt.
9. The total amount now of funded and floating debt.
10. The average rate per annum of interest on funded debt.

*Cost of road and equipment.*

11. For graduation and masonry by last report.
12. The total amount now expended for the same.
13. The amount for bridges by last report.
14. The total amount now expended for the same.
15. The amount for superstructure, including iron, by last report.
16. Total amount now expended for the same.
17. For passenger and freight stations, building and fixtures, by last report.
18. Total amount now expended for the same.
19. For engine and car houses, machine shops, and machinery and fixtures, by last report.

20. Total amount now expended for the same.
21. For land, land damages and fences, by last report.
22. Total amount now expended for the same.
23. For locomotives, and fixtures, and snow plows, by last report.
24. Total amount now expended for the same.
25. For passenger and baggage cars, by last report.
26. Total amount now expended for the same.
27. For freight cars, as by last report.
28. Total amount now expended for the same.
29. For engineering and agencies, by last report.
30. Total amount now expended for the same.
31. Total cost of road and equipment.

#### *Characteristics of Road.*

32. Length of road.
33. Length of road laid.
34. Length of double track, including sidings.
35. Length of branches owned by the company laid.
36. Length of double track on the same.
37. Weight of rail by yard on main track.
38. The number of engine houses and shops, of engines and cars, and their character.

39. It shall also be the duty of each corporation to transmit to the state engineer and surveyor the following maps, profiles and drawings exhibiting the characteristics of their roads; the map to show the length and direction of each straight line, and the length and radius of each curve; also the point of crossing of each town and county line, and the length of line in each town and county, accurately determined by measurements to be taken after the completion of the road. The profile to be on the map, and shall show the grade line and surface of ground in the usual method, also the elevation of grades above tides at each change in the inclination thereof. The maps and profile to be made on a scale of five hundred feet to one-tenth of a foot; vertical scale of profile to be one hundred feet to one-tenth of a foot. For all roads or parts of roads now done, or in operation, the said maps shall be returned on or before the first day of January next; and for all roads now in progress, or which may hereafter be constructed, the said maps and profile shall be returned within three months after the same or any portion thereof shall be in use.

*Doings of the year in transportation, and total miles run.*

40. Miles run by passenger trains.
41. Miles run by freight trains.
42. The rate of fare for passengers, charged for the respective classes, per mile.
43. Number of passengers carried in cars.
44. Number of miles traveled by passengers.
45. Number of tons of two thousand pounds of freight carried in cars.
46. Number of miles carried, or total movement of freight in miles; all to be accurately compiled from the daily records or evidences of earnings, manifest and way bills.
47. Average rate of speed adopted by ordinary passenger trains, including stops.
48. Average rate of speed adopted by ordinary passenger trains when in motion.
49. Average rate of speed adopted by express trains, including stops.
50. Average rate of speed adopted by express trains when in motion.
51. Average rate of speed adopted by freight trains, including stops.
52. Average rate of speed adopted by freight trains when in motion.
53. Average weight in tons of two thousand pounds of passenger trains, exclusive of passengers and baggage.
54. Average weight in tons of freight trains, exclusive of freight.
55. The amount of freight, specifying the quantity in tons, of the products of the forest, of animals, of vegetable food, other agricultural products, manufactures, merchandise and other articles.

*Expenses of maintaining the road or real estate of the corporation.*

56. For repairs of road-bed and railway, excepting cost of iron, which shall be the cost of labor and materials used during the year; also use and cost of engines engaged in ballasting; also the renewal and repairs of gravel and stone cars, and all items of cost connected with keeping the road in order.
57. For depreciation of way.
58. Length, in feet, of iron used in renewals, with weight and cost.
59. Repairs of buildings.
60. Repairs of fences and gates.
61. Taxes on real estate.
62. Total expense of maintaining road or real estate for the year.
63. Expenses of machinery or personal property of the corporation.
64. Repairs of engines and tenders.



65. Depreciation of engines and tenders.
66. Repairs of passenger and baggage cars.
67. Depreciation of passenger and baggage cars.
68. Repairs of freight cars.
69. Depreciation of freight cars.
70. Repairs of tools and machinery in shops.
71. Incidental expenses, including fuel, oil, clerks, watchmen about shops.
72. Total expenses of repairs of machinery.
73. Office expenses, stationery.
74. Agents and clerks.
75. Labor, handling freight, loading and unloading.
76. Porters, watch and switchmen.
77. Wood and water station attendance.
78. Conductors, baggage and brakemen.
79. Enginemen and firemen.
80. Fuel, first cost, and labor preparing for use.
81. Oil and waste for engines and tenders.
82. Oil and waste for freight cars.
83. Oil and waste for baggage and passenger cars.
84. Loss and damage of goods and baggage.
85. Damages for injuries of persons.
86. Damages to property, including damages by fire, cattle killed on road.
87. General superintendence.
88. Contingencies.
89. Total expenses of operating road.
90. The above statements are to be made without reference to the sums actually received or paid during the year. The following statement of the earnings and cash receipts and payments are required :
  91. From passengers.
  92. From freight.
  93. From other sources.
94. The above to be stated without reference to the amount actually collected.
  95. Receipts during the year from freight.
  96. From passengers.
  97. From other sources, specifying what, in detail.
  98. Payments for transportation expenses.
  99. For interest.
100. Dividends on stock, amount and rate per cent.

101. Payments to surplus fund, and total amount of said fund.

102. The number of persons injured in life and limb, and the cause of the injury, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any persons in the employment of the corporation, and whether such person is retained in the service of the corporation.

103. It shall be the duty of the state engineer and surveyor to arrange the information contained in such reports in tabular form, and prepare the same, together with the said reports, in a single document, for printing, for the use of the legislature, and report the same to the legislature on the first day of its session in each year.

104. All the items under the heads of expenses of maintaining the road or real estate of the corporation, expenses of machinery or personal property of the corporation, expenses of use of road and machinery or operating the road, shall be carried out under two heads, the one showing the cost of freight transportation, the other the cost of passenger transportation.

105. The provisions of this section shall apply to all existing railroad corporations; and the report of the said existing railroad corporations, made in pursuance of the provisions of this section, shall be deemed to be a full compliance with any existing law or resolution requiring annual reports to be made by such corporation.

§ 32. Any such corporation which shall neglect to make the report as is provided in the preceding section, shall be liable to a penalty of two hundred and fifty dollars, to be sued for in the name of the people, for their use.

§ 33. The legislature may, when any such railroad shall be opened for use, from time to time, alter or reduce the rate of freight, fare, or other profits upon such road; but the same shall not, without the consent of the corporation, be so reduced as to produce with said profits less than ten per centum per annum on the capital annually expended; nor unless, on an examination of the amounts received and expended, to be made by the state engineer and surveyor, and the comptroller, they shall ascertain that the net income derived by the company from all sources for the year then last past shall have exceeded an annual income of ten per cent upon the capital of the corporation actually expended.

§ 34. Any such corporation shall, when applied to by the post-master general, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed,

manner and condition of carrying the same, it shall be lawful for the governor of this state to appoint three commissioners, who, or a majority of them, after fifteen days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains, than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. And in case the postmaster-general shall require the mail to be carried at other hours, or at a higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses, and wear and tear thereof, and for the service, to be fixed as aforesaid.

§ 35. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling-house, as the conductor shall elect, on stopping the train.

§ 36. Every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property, as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freights for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of the freight or fare legally authorized therefor; and shall be liable to the party aggrieved, in an action for damages, for any neglect or refusal in the premises.

§ 37. A check shall be affixed to every parcel of baggage, when taken for transportation, by the agent or servant of such corporation, if there is a handle, loop or fixture so that the same can be attached upon the parcel or baggage so offered for transportation, and a duplicate thereof given to the passenger or person delivering the same on his behalf; and if such check be refused on demand, the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; and, further, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded by the conductor in charge of the train



and on producing said check, if his baggage shall not be delivered to him, he may himself be a witness in any suit brought by him, to prove the contents and value of said baggage.

§ 38. In forming a passenger train, baggage, freight, merchandise, or lumber cars shall not be placed in rear of the passenger cars; and if they or any of them shall be so placed, the officer or agent who so directed, or knowingly suffered such arrangement, and the conductor of the train, shall be deemed guilty of a misdemeanor, and be punished accordingly.

§ 39. A bell shall be placed on each locomotive engine, and be rung at the distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to each locomotive engine, and be sounded at least eighty rods from the place where the railroad shall cross any such road or street, except in cities, and be sounded at intervals until it shall have crossed such road or street, under a penalty of twenty dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railroad, to be sued for by the district attorney of the county, within ten days after such penalty was incurred; one-half thereof to go to the informer, and the other half to the county; and said corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect, one-half of which penalty shall be chargeable to and collected by the company of the engineer having charge of the train, where the omission of duty consists in not sounding the whistle or ringing the bell.

§ 40. Every such corporation shall cause boards to be placed, well supported by posts or otherwise, and constantly maintained across each traveled public road or street where the same is crossed by the railroad, on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers; and on each side of such boards shall be painted in capital letters, of at least the size of nine inches each, the words, "Railroad crossing, look out for the cars." But this section shall not apply to streets in cities or villages, unless the corporation shall be required to put up such boards by the officers having charge of such streets.

§ 41. If any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor.

§ 42. If any person or persons shall willfully do, or cause to be done any act or acts whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained by means of such offense.

§ 43. All penalties imposed by this act may be sued for in the name of the people of the state of New York; and if such penalty be for a sum not exceeding one hundred dollars, then such suit may be brought before a justice of the peace, and may be commenced by serving a summons on any director of such company.

§ 44. Every corporation formed under this act, shall erect and maintain fences on the sides of their road, of the height and strength of a division fence required by law, with openings or gates or bars therein, and farm crossings of the road for the use of the proprietors of lands adjoining such railroad; and also construct and maintain cattle-guards at all road crossings, suitable and sufficient to prevent cattle and animals from getting on to the railroad. Until such fences and cattle-guards shall be duly made, the corporation and its agents shall be liable for all damages which shall be done by their agents or engines to cattle, horses, or other animals thereon; and after such fences and guards shall be duly made and maintained, the corporation shall not be liable for any such damages, unless negligently or willfully done; and if any person shall ride, lead or drive any horse or other animal upon such road, and within such fences and guards, other than at farm crossings, without the consent of the corporation, he shall, for every such offense, forfeit a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby to the party aggrieved. It shall not be lawful for any person, other than those connected with or employed upon the railroad, to walk along the track or tracks of any railroad, except where the same shall be laid along public roads or streets.

§ 45. Every corporation shall, within a reasonable time after their road shall be constructed, cause to be made:

A map and profile thereof, and of the land taken or obtained for the use thereof, and file the same in the office of the state engineer and surveyor; and also like maps of the parts thereof located in different counties, and file the same in the offices for recording deeds in the county in which such parts of said road shall be. Every such

map shall be drawn on a scale, and on paper, to be designated by the state engineer and surveyor, and certified and signed by the president or engineer of such corporation.

§ 46. In case any passenger on any railroad shall be injured while on the platform of a car, or on any baggage, wood, or freight car, in violation of the printed regulations of the company posted up at the time in a conspicuous place inside of its passenger cars then in the train, such company shall not be liable for the injury; provided said company at the time furnished room inside its passenger cars sufficient for the proper accommodation of the passengers.

§ 47. If any corporation formed under this act shall not, within two years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent on the amount of its capital or shall not finish the road and put it in operation in five years from the time of filing its articles of association as aforesaid, its corporate existence and power shall cease.

§ 48. The legislature may at any time annul or dissolve any incorporation formed under this act; but such dissolution shall not take away or impair any remedy given against any such corporation, its stockholders or officers for any liability which shall have been previously incurred.

§ 49. All existing railroad corporations within this state shall respectively have and possess all the powers and privileges contained in this act; and they shall be subject to all the duties, liabilities and provisions not inconsistent with the provisions of their charter, contained in sections nine, thirteen, fourteen, fifteen, sixteen, seventeen, eighteen, nineteen, twenty, twenty-one, twenty-three, twenty-four, twenty-five, twenty-six, twenty-seven, twenty-eight (except subdivision nine), thirty, thirty-one, thirty-two, thirty-three, thirty-four, thirty-five, thirty-six, thirty-seven, thirty-eight, thirty-nine, forty, forty-one, forty-two, forty-three, forty-four, forty-five, forty-six, of this act.

§ 50. The act entitled "An act to authorize the formation of railroad corporations," passed March 26, 1848, and the acts amending the same, are hereby repealed; but all railroad companies formed under said act are hereby continued in existence, in the same manner as if said acts were not repealed; and such companies shall be subject to all the provisions, and shall have the same powers, rights and privileges, and be subject to the same duties as if they had been incorporated under this act; and the time limited by said act for the expenditure of ten per cent of their capital stock, is hereby extended



two years from the passage of this act; and the time limited in said section of said law for their completion, is hereby extended to five years from the passage of this act; and also the time for completing any railroad organized previous to March 27, 1848, whose road was under contract prior to February 1, 1850, to be completed within the time prescribed by its charter, is hereby extended for one year.

§ 51. Nothing in this act contained shall authorize or permit the New York and Erie Railroad Company to abandon the use of their road in the county of Rockland, east of Suffern's depot.

§ 52. This act shall take effect immediately.

Section 20, relating to tolls, was repealed by act, chapter 497, Laws of 1851.

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## Chap. 19.

### AN ACT in relation to railroad corporations.

Passed February 13, 1851.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Whenever two railroad companies shall, for a portion of their respective lines, embrace the same location of line, they may by agreement provide for the construction of so much of said line as is common to both of them by one of the companies, and for the manner and terms upon which the business thereon shall be performed. Upon the making of such agreement, the company that is not to construct the part of the line which is common to both, may alter and amend its articles of association so as to terminate its line at the point of intersection, and may reduce its capital to a sum not less than ten thousand dollars for each mile of the road proposed to be constructed in such amended articles of association.

§ 2. Whenever, after due examination, it shall be ascertained by the directors of any railroad company, organized under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed March 26th, 1848, or under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2d, 1850, that a part of the line of their railroad proposed to be made between any two points in this state, ought to be located and constructed in an adjoining state, it may be so located and constructed by a vote of two-thirds of all the directors, and the sections of said railroad within the state shall be

deemed a connected line, according to the articles of association, and the directors may reduce the capital specified in their articles of association to such amount as may be deemed proper, but not less than the amount required by law for the number of miles of railroad to be actually constructed in this state.

§ 3. Any railroad company formed under the act entitled "An act to authorize the formation of railroad corporations," passed March 26th, 1848, and which is duly continued in existence, when at least ten thousand dollars for every mile of its railroad proposed to be constructed in this state, shall be in good faith subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and the court shall thereupon appoint commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for its construction, to the same extent and in the same manner, as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

§ 4. In case any railroad shall occupy or cross any turnpike or plank-road, the railroad company shall pay such turnpike or plank-road company all damages the turnpike or plank-road company may sustain by reason of the occupancy or crossing such turnpike or plank-road, the damages to be ascertained and paid in the same manner as is provided by law for the assessment and payment of damages in case of taking private property for the use of railroad companies.

§ 5. This act shall take effect immediately.

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### Chap. 497.

#### AN ACT to abolish tolls on railroads.

Passed July 10, 1851.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall not be necessary for any railroad company in this state to pay any sums of money into the treasury of this state on account of the transportation of property on any railroad on and after the first day of December, in the year eighteen hundred and fifty-one.

§ 2. It shall not be necessary after the said first day of December next for any railroad company to make to the comptroller monthly statements of the property carried on its railroad.

§ 3. All acts and parts of acts requiring the payment of state tolls by any railroad company for the transportation of property on any railroad are, after the said first day of December next, so far as they conflict with this act, hereby repealed.

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### Chap. 53.

AN ACT to amend an act entitled "An act in relation to railroad corporations," passed February 13, 1851.

Passed March 25, 1853.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The third section is hereby amended by inserting after the word "1848" the words or "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, so that said section as amended shall read as follows: Any railroad company which, prior to the passage of this act, has been duly formed under the act entitled "An act to authorize the formation of railroad corporations," passed March 27, 1848, or "An act to authorize the formation of railroad corporations and to regulate the same," passed April 2, 1850, and which is duly continued in existence, when at least ten thousand dollars for every mile of its railroad, proposed to be constructed in this state, shall be in good faith subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for its construction, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

§ 2. This act shall take effect immediately.



## Chap. 62.

AN ACT to regulate the construction of roads and streets  
across railroad tracks.

Passed March 29, 1853.

*The People of the State of New York, represented in Senate and Assembly do enact as follows :*

SECTION 1. It shall be lawful for the authorities of any city, village or town in this state, who are by law empowered to lay out streets and highways, to lay out any street or highway across the track of any railroad now laid or which may hereafter be laid, without compensation to the corporation owning such railroad; but no such street or highway shall be actually open for use until thirty days after notice of such laying out has been served personally upon the president, vice-president, treasurer or a director of such corporation.

§ 2. It shall be the duty of any railroad corporation, across whose track a street or highway shall be laid out as aforesaid, immediately after the service of said notice, to cause the said street or highway to be taken across their track, as shall be most convenient and useful for public travel, and to cause all necessary embankments, excavations and other work to be done on their road for that purpose; and all the provisions of the act, passed April second, eighteen hundred and fifty, in relation to crossing streets and highways, already laid out, by railroads, and in relation to cattle-guards and other securities and facilities for crossing such roads, shall apply to streets and highways hereafter laid out.

§ 3. If any railroad corporation shall neglect or refuse, for thirty days after the service of the notice aforesaid, to cause the necessary work to be done and completed, and improvements made on such streets or highways across their road, they shall forfeit and pay the sum of twenty dollars for every subsequent day's neglect or refusal, to be recovered by the officers laying out such street or highway, to be expended on the same; but the time for doing said work may be extended, not to exceed thirty days, by the county judge of the county in which such street or highway, or any part thereof, may be situated, if, in his opinion, the said work cannot be performed within the time limited by this act.

§ 4. This act shall take effect immediately.

## Chap. 502.

**AN ACT** to authorize stockholders of railroad and plank-road companies to make payments upon mortgages in process of foreclosure against such companies, and thereupon to become interested in said mortgages.

Passed June 30, 1853.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Whenever default shall be made by any railroad or plank-road company in the payment of principal or interest of any bonds of such company, which are secured by a mortgage of the property of such company, it shall be lawful for each and every stockholder of said company, at any time during the process of such foreclosure, to pay to the mortgagees named in such mortgage, for the use and benefit of the holder and holders of such bonds, such a proportion of the sum due and of the sum secured to be paid by the whole of the bonds secured by such mortgage as such stockholders' stock shall bear to the whole stock of said company; and on so paying, such stockholder shall, to the extent of such payment, become and be interested in said mortgage and protected thereby.

§ 2. In case of the foreclosure of any mortgage given by any railroad or plank-road company to secure the payment of any bond of such company, any stockholder of such company shall, for the period of six months after the sale under such foreclosure, have the right on paying to the purchaser or purchasers at or under such sale, or to the mortgagees named in such mortgage, for the use and benefit of said purchaser or purchasers, a sum equal to such proportion of the price paid on such sale, and the costs and expenses thereof, as such stockholders' stock in said company shall bear to the whole capital stock of said company; and on so paying, such stockholder shall be entitled to have the same relative amount of stock or interest in said railroad or plank-road company and its road, franchises and other property.

## Chap. 140.

AN ACT relative to the construction of railroads in cities.

Passed April 4, 1854.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The common councils of the several cities of this state shall not hereafter permit to be constructed in either of the streets or avenues of said city a railroad for the transportation of passengers, which commences and ends in said city, without the consent thereto of a majority in interest of the owners of property upon the streets in which said railroad is to be constructed being first had and obtained. For the purpose of determining what constitutes said majority in interest, reference shall be had to the assessed value of the whole located upon such street or avenue.

§ 2. After such consent is obtained, it shall be lawful for the common council of the city in which such street or avenue is located to grant authority to construct and establish such railroad upon such terms, conditions and stipulations in relation thereto as such common council may see fit to prescribe. But no such grants shall be made except to such person or persons as shall give adequate security to comply in all respects with the terms, conditions and stipulations so to be prescribed by such common council, and will agree to carry and convey passengers upon such railroad at the lowest rates of fare. Nor shall such grants be made until after public notices of intention to make the same, and of the terms, conditions and stipulations upon which it will be given, and inviting proposals therefor at a specified time and place, shall be published under the direction of the common council in one or more of the principal newspapers published in the city in which said railroad is proposed to be authorized and constructed.

§ 3. This act shall not be held to prevent the construction, extension or use of any railroad in any of the cities of this state which have already been constructed in part, but the respective parties and companies by whom such roads have been in part constructed and their assigns are hereby authorized to construct, complete, extend and use such roads in and through the streets and avenues designated in the respective grants, licenses, resolutions or contracts under which the same have been so in part constructed, and to that end the grants, licenses and resolutions aforesaid are hereby confirmed.

§ 4. This act shall take effect immediately.



## Chap. 282.

AN ACT to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850.

Passed April 15, 1854.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The fifth section of the said act is hereby amended, so as to read as follows:

§ 5. There shall be a board of thirteen directors of every corporation formed under this act, to manage its affairs; and said directors shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote, personally or by proxy, on every share held by him thirty days previous to any such election; and vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. The inspectors of the first election of directors shall be appointed by the board of directors named in the articles of association. No person shall be a director unless he shall be a stockholder, owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen; and at every election of directors, the books and papers of such company shall be exhibited to the meeting, if a majority of the stockholders present shall require it. And whenever the purchaser or purchasers of the real estate, track and fixtures of any railroad corporation which has heretofore been sold, or may be hereafter sold, by virtue of any mortgage executed by such corporation, or execution issued upon any judgment or decree of any court, shall acquire title to the same in the manner prescribed by law, such purchaser or purchasers may associate with him and them any number of persons, and make and acknowledge and file articles of association, as prescribed by this act, such purchaser or purchasers and their associates shall thereupon be a corporation, with all the powers, privileges and franchises, and be subject to all the provisions of said act.

§ 2. The fifteenth section of the act aforesaid is hereby amended, and shall read as follows:

§ 15. On presenting such petition to the supreme court as aforesaid, with proof of service of a copy thereof and notice as aforesaid, all or any of the persons whose estates or interests are to be affected by the proceedings may show cause against granting the prayer of the petition, and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of three disinterested and competent freeholders, who reside in the county or some adjoining county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of the commissioners.

§ 3. The sixteenth section of said act is hereby amended to read as follows :

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the constitution. Any one of them may issue subpoenas and administer oaths to witnesses ; a majority of them may adjourn the proceedings before them, from time to time, in their discretion. Whenever they meet, except by the appointment of the court or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties interested, or their agent or attorney. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony taken by them, if any, to writing, and after the testimony in each case is closed, they or a majority of them, all being present, shall, without any unnecessary delay, and before proceeding to the examination of any other claim, ascertain and determine the compensation which ought justly to be made by the company to the owner or persons interested in the real estate appraised by them ; and in fixing the amount of such compensation, said commissioners shall not make any allowance or deduction on account of any real or supposed benefits which the parties in interest may derive from the construction of the proposed railroad, or the construction of the proposed improvement connected with such road for which such real estate may be taken. They, or a majority of them, shall also determine what sum ought to be paid to the general or special guardian or committee of an infant, idiot or person of unsound mind, or to an attorney appointed by the court to attend to the interests of any unknown owner or party in interest, not personally served with notice of the proceedings, and

who has not appeared, for costs, expenses and counsel fees. The said commissioners shall make a report of their proceedings to the supreme court, with the minutes of the testimony taken by them, if any; and they shall each be entitled to five dollars for their services and expenses for every day they are actually engaged in the performance of their duties, to be paid by the company.

§ 4. In case any railroad company, the line or route of whose road has been surveyed and designated, and the certificate thereof duly filed as required by law, is unable to agree for the purchase of any real estate required for its roadway, the said corporation shall have the right to acquire title to the same by the special proceedings prescribed in the act hereby amended; and all real estate acquired by any railroad corporation, under and pursuant to the provisions of this act, for the objects and purposes herein expressed, shall be deemed to be acquired for public use. But this section shall not be so construed as to apply to any real estate in the city of Buffalo, situate between Main and Michigan streets.

§ 5. In all cases of appraisal under this act, and the act hereby amended, where the mode or manner of conducting all or any of the proceedings to the appraisal, and the proceedings consequent thereon, are not expressly provided for by the statute, the courts before whom such proceedings may be pending shall have the power to make all the necessary orders, and give the proper directions to carry into effect the object and intent of this and the aforesaid act; and the practice in such cases shall conform, as near as may be, to the ordinary practice in such courts.

§ 6. When any proceedings of appraisal shall have been commenced, no change of ownership by voluntary conveyance or transfer of the real estate or any interest therein, or of the subject-matter of the appraisal, shall in any manner affect such proceedings, but the same may be carried on and perfected as if no such conveyance or transfer had been made or attempted to be made.

§ 7. A bell shall be placed on each locomotive engine run on any railroad, and rung at the distance of at least eighty rods from the place where the railroad shall cross any traveled public road or street on the same level with the railroad, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to each locomotive engine, and be sounded at least eighty rods from the place where the railroad shall cross any such traveled public road or street upon the same level with the railroad, except in cities, and be sounded at intervals until it shall have crossed such road or street;



and every neglect to comply with the foregoing provisions shall subject the corporation owning the railroad to a fine not exceeding twenty dollars, in the discretion of the court having cognizance of the offense; and every engineer having charge of the engine, for every neglect to comply with the requirements aforesaid, shall be fined not exceeding fifty dollars, or imprisoned in the county jail not exceeding sixty days, in the discretion of the court before which any indictment may be tried; and the said corporation shall, moreover, be liable for all damages which shall be sustained by any person by reason of such neglect.

All the penalties herein before mentioned may be sued for in the name of the people of the state of New York, by the district attorney of the county wherein the same shall accrue, within ten days thereafter; and in case such district attorney shall omit or neglect to sue for such fine or fines within the time aforesaid, then it may and shall be lawful for any person aggrieved to sue therefor in the name of the overseers of the poor of the town wherein any such fine or fines shall have accrued, which, when recovered, shall be paid to the said overseers of the poor, for the benefit of the poor of said town. And in case such person shall fail to make out and maintain any such action, it shall be the duty of the court before whom any such action shall be had to enter a judgment against the complainant for the costs of said action.

§ 8. Every railroad corporation, whose line of road is open for use, shall, within three months after the passage of this act, and every railroad company formed or to be formed, but whose lines are not now open for use, shall, before the lines of such railroad are opened, erect and thereafter maintain fences on the sides of their roads, of the height and strength of a division fence, as required by law, with openings or gates, or bars therein at the farm crossings of such railroad, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not already been done, and hereafter maintain, cattle-guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on to such railroad. And so long as such fences and cattle-guards shall not be made, and when not in good repair, such railroad corporation and its agents shall be liable for damages which shall be done by the agents or engines of any such corporation to any cattle, horses, sheep or hogs thereon; and when such fences and guards shall have been duly made and shall be kept in good repair, such railroad corporation shall not be liable for any such damages, unless negli-

gently or willfully done. A sufficient post and wire fence of requisite height shall be deemed a lawful fence, within the provisions of this section; but no railroad corporation shall be required to fence the sides of its roads, except when such fence is necessary to prevent horses, cattle, sheep and hogs from getting on to the track of the railroad from the lands adjoining the same.

§ 9. But it shall be the duty of every owner of land adjoining any railroad, who has received, or whose grantor has received a specific sum as compensation for fencing along the line of land taken for the purpose of said railroad, and has agreed to build and maintain a lawful fence on the line of said road, to build and maintain such fence; and if said owner, his heir or assign, shall not build said fence within thirty days after he has been notified so to do by the said railroad corporation, or shall neglect to maintain said fences, if built, said corporations shall build and thereafter maintain such fence, and may maintain a civil action against the person so neglecting to build or maintain said fence, to recover the expense thereof.

§ 10. Every railroad company which shall have had unclaimed freight, not perishable, in its possession for a period of one year at least, may proceed to sell the same at public auction, and out of the proceeds may retain the charges of transportation and storage of such freight, and the expenses of advertising and sale thereof; but no such sale shall be made until the expiration of four weeks from the first publication of notice of such sale in the state paper, and also in a newspaper published at or nearest the place at which such freight was directed to be left, and also at the place where such sale is to take place; and said notice shall contain a description of such freight, the place at which and the time when the same was left, as near as may be, together with the name of the owner or person to whom consigned, if known; and the expenses incurred for advertising shall be a lien upon such freight, in a ratable proportion, according to the value of each article or package or parcel, if more than one.

§ 11. In case such unclaimed freight shall, in its nature, be perishable, then the same may be sold as soon as it can be, on giving the notice required in the preceding section, after its receipt at the place where it was directed to be left.

§ 12. Such railroad company shall make an entry of the balance of the proceeds of the sale, if any, of each parcel of freight owned by or consigned to the same person, as near as can be ascertained, and at any time within five years thereafter shall refund any surplus so retained to

the owner of such freight, his heirs or assigns, on satisfactory proof of such ownership.

§ 13. Whenever two railroad companies shall, for a portion of their respective lines, embrace the same location of line, or whenever by the connection of two or more railroads, the same points of termination are reached by railroad communication, any two such railroads may, by agreement, provide for the construction of so much of said line as is common to both of them by one of the companies, and for the manner and terms upon which the business thereon shall be performed. Any road so connecting may alter and amend its articles of association, so as to terminate at the point of intersection, and may reduce its capital to a sum not less than ten thousand dollars for each mile of the road constructed, or proposed to be constructed in such amended articles of association. This section shall not be so construed as to apply to any railroad company or companies, so far as its or their line of road or roads are within the bounds of any incorporated city of this state.

§ 14. Every railroad corporation in this state shall, within thirty days after this act shall take effect, designate some person, residing in each of the counties through or into which such railroad may run, on whom process, to be issued by a justice of the peace, may be served, and shall file such designation in the office of the clerk of the county where the person so designated shall reside, and a copy of such designation, duly certified by such clerk, shall be evidence of such appointment, and the service of any process upon the person so designated or named, to be issued by any justice of the peace in any civil action or matter of which such justice may have jurisdiction, shall be as valid and effectual as if served upon the president or any director of any such corporation, as now provided by law.

§ 15. In all cases where such designation shall not be made as aforesaid, and where no officer of such corporation shall reside in the county, on whom process can be served according to the existing provisions of law, the process mentioned in the next preceding section may be served on any local superintendent of repairs, freight agent, agent to sell tickets, or station keeper of such corporation, residing in such county, which service shall be as effectual in all respects as if made on the president or any director of such corporation.

§ 16. The tenth section of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, is hereby amended to read as follows:



§ 10. Each stockholder of any company formed under this act shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such company, until the whole amount of the capital stock so held by him shall have been paid to the company, and all the stockholders of any such company shall be jointly and severally liable for the debts due or owing to any of its laborers and servants, other than contractors, for personal services for thirty days' service performed for such company, but shall not be liable to an action therefor before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such executions shall be the amount recoverable, with costs, against such stockholders; before such laborer or servant shall charge such stockholder for such thirty days' service, he shall give him notice in writing within twenty days after the performance of such service, that he intends so to hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in said corporation, in ratable proportion to the amount of the stock they shall respectively hold with himself; and all laws whereby the stockholders, officers and agents of any railroad corporation are made individually liable for the debts or liabilities of such corporation beyond the provisions contained in the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2, 1850, and the acts amending the same, are hereby repealed.

§ 17. The directors of any railroad company whose track crosses any of the canals of this state, and the present grade thereof shall be raised in consequence of directions given by the canal commissioners, may, with the assent of the said canal commissioners, lay out a new line of road for the purpose of crossing such canal on a more favorable grade, and may extend such new line and connect the same with any other line of road owned by the same company, and a survey, map and certificate of such new or altered line shall be made and filed in the clerk's office of the proper county; and such company shall have the same right and power to acquire title to any lands required for the purposes of such company, under the provisions of this section, as it would have in the location of a line of road in the first instance; and all the provisions of the act hereby amended, relative to acquiring title to land for railroad purposes, shall apply to

such new or altered line; and all lands acquired by any railroad company by appraisal, for passenger and freight depots, shall be held by such company in fee; but no new line or route of road can be laid out and established, as contemplated in this section, in any city or village, unless the same be sanctioned by a vote of two-thirds of the common council of said city, or trustees of said village, nor shall any railroad company be compelled to abandon any existing line of road in consequence of establishing such new line of road.

§ 18. Section thirty-nine of the act hereby amended is repealed, but this repeal shall not affect any action or proceeding heretofore commenced under said section.

§ 19. This act shall take effect immediately.

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### Chap. 302.

#### AN ACT in relation to railroads held under lease.

Passed April 12, 1855, three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any railroad corporation created by the laws of this state, or its successors, now being the lessee of the road of any other railroad corporation, may take, surrender, or transfer of the capital stock of the stockholders, or any of them, in the corporation whose road is held under lease, and issue in exchange therefor the like additional amount of its own capital stock at par, or on such other terms and conditions as may be agreed upon between the two corporations; and whenever the greater part of the capital stock of any such corporation shall have been so surrendered or transferred, the directors of the corporations taking such surrender or transfer, shall thereafter, on a resolution electing so to do, to be entered on their minutes, become *ex officio* the directors of the corporation whose road is so held under lease, and shall manage and conduct the affairs thereof, as provided by law; and whenever the whole of the said capital stock shall have been so surrendered or transferred, and a certificate thereof filed in the office of the secretary of state, under the common seal of the corporation to whom such surrender or transfer shall have been made, the estate, property, rights, privileges and franchises of the said corporation, whose stock shall have been so surrendered or transferred, shall thereupon vest in, and be held and enjoyed by the said corporation to

whom such surrender or transfer shall have been made, as fully and entirely, and without change or diminution, as the same were before held and enjoyed, and be managed and controlled by the board of directors of the said corporation to whom such surrender or transfer of the said stock shall have been made, and in the corporate name of such corporation. The rights of any stockholder, not so surrendering or transferring his stock, shall not be in any way affected hereby; nor shall existing liabilities, or the rights of creditors of the corporation, whose stock shall have been so surrendered, be in any way affected or impaired by this act.

§ 2. This act shall not be construed as applying to or embracing the Rochester and Genesee Valley railroad, nor any part thereof, and said road is hereby expressly excepted from the operation of the same.

§ 3. This act shall take effect immediately.

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#### Chap. 474.

### AN ACT for the protection of immigrants, second class, steerage and deck passengers.

Passed April 13, 1855, three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

•SECTION 1. It shall be the duty of all companies, associations and persons, hereafter undertaking to transport or convey, or engaged in transporting or conveying by railroad, steamboat, canal boat or propeller, any immigrant, second class, steerage, or deck passenger, from the city, bay or harbor of New York, to any point or place, distant more than ten miles therefrom, or from the cities of Albany, Troy and Buffalo, the town or harbor of Dunkirk, or the Suspension Bridge, to any other place or places, to deliver to the mayors of the city of New York, Albany, Troy and Buffalo, on or before the first day of April in each and every year, a written or printed statement of the price or rates of fare, to be charged by such company, association or person, for the conveyance of such immigrant, second class, steerage and deck passengers respectively, and the price per hundred pounds for the carriage of the luggage, and the weight of luggage to be carried free of such passengers from and to each and every place, from and to which any such company, association or person, shall undertake to transport and convey such passengers; and such prices or rates shall not exceed



the prices and rates charged by the company, association or person, after the time of delivering such statement to the said mayors; and such statement shall also contain a particular description of the mode and route by which such passengers are to be transported and conveyed, specifying whether it is to be by railroad, steamboat, canal boat or propeller, and what part of the route is by each, and also the class of passage, whether by immigrant trains, second class, steerage or deck passage. In case such companies, association or person, shall desire thereafter to make any change or alteration in the rates or prices of such transportation and conveyance, they shall deliver to the said mayors respectively a similar statement of the prices and rates as altered and changed by them; but the rates and prices so changed and altered, shall not be charged or received until five days after the delivery of the statement thereof, to the said mayors respectively.

§ 2. Every ticket, receipt or certificate which shall be made or issued by any company, association or person, for the conveyance of any immigrant, second class, steerage or deck passengers, or as evidence of their having paid for a passage, or being entitled to be conveyed from either or any of the points or places in the first section of this act mentioned to any other place or places, shall contain or have indorsed thereon, a printed statement of the names of the particular railroad or railroads, and of the line or lines of steamboats, canal boats and propellers, or of the particular boats or propellers, as the case may be, which are to be used in the transportation and conveyance of such passengers, and also the price or rate of fare charged or received for the transportation and conveyance of any such passenger or passengers with his or their luggage.

§ 3. It shall not be lawful for any person or persons to demand or receive, or bargain for the receipt of any greater or higher price or rate of fare for the transportation and conveyance of any such immigrant, second class, steerage, or deck passengers with their luggage, or either, from either or any of the points or places in the first section of this act mentioned, to any other point or place, than the prices or rates contained in the statements, which shall be delivered to the mayors of the cities of New York, Albany, Troy and Buffalo, and said commissioners respectively, as in the said first section provided for, or the price or rates which shall be established and fixed for the transportation and conveyance of such passengers and their luggage, or either by the proprietors or agents of the line or lines, or means of conveyance by which such passenger or passengers and their luggage are to be transported or conveyed. In all cases each immigrant over

four years of age conveyed by railroad, shall be furnished with a seat with permanent back to the same, and when conveyed by steamboat, propeller or canal boat, shall be allowed at least two and one-half feet square in the clear on deck. Such deck shall be covered and made water-tight over head, and shall be properly protected at the outsides either by curtains or partitions, and shall be properly ventilated.

§ 4. Any company, association, person or persons violating or neglecting to comply with any of the provisions of the first or second sections of this act, shall be liable to a penalty of two hundred and fifty dollars for each and every offense, to be sued for and recovered in the name of the people of this state; and every person violating any of the provisions of the third section of this act shall be deemed guilty of a misdemeanor, and on conviction thereof, the person offending may be punished by a fine of two hundred and fifty dollars, or by imprisonment not exceeding one year, or by both fine and imprisonment, in the discretion of the court; one-half of which fines when recovered shall be paid to the informer and the other half into the county treasury where the action shall be tried or the conviction had.

§ 5. It shall be the duty of every magistrate who shall issue a warrant for the apprehension of any person or persons for violating the provisions of the third section of this act, within twenty-four hours after such person or persons shall have been taken and brought before him, to take the testimony of any witness who may be offered to prove the offense charged, in the presence of the accused, who may, in person or by counsel, cross-examine such witness. The testimony so taken shall be signed by the witness, and be certified by the magistrate, and in case such magistrate shall commit the accused to answer the charge, he shall immediately thereafter file the testimony so taken with the district attorney of the county in which the offense was committed, to be used on the trial of or any further proceedings against the accused; and the testimony so taken shall be deemed valid and competent for that purpose, and be read and used with the like effect as if such witness were orally examined on such trial or proceedings. After the testimony of any witness shall be so taken, he shall not be detained, nor be imprisoned, or compelled to give any recognizance for his future appearance as a witness on any trial or proceeding thereafter to be had in the premises.

§ 6. The commissioners of emigration shall, from time to time, designate some one place in the city of New York, as they shall deem proper for the landing of emigrant passengers, and it shall be lawful

for such passengers to be landed at such place so designated by the commissioners of emigration.

§ 7. The commissioners of emigration shall have authority to purchase, lease, construct and occupy such wharves, piers, and other accommodations in the city of New York, as may be necessary for the accommodation of emigrant passengers for the purposes mentioned in the last preceding section.

§ 8. Whenever the health officer shall give notice in writing to the owner or owners, consignee or consignees, master, commander or persons having charge of any vessel having emigrant passengers on board such vessel, to land such passengers at any pier or place in the city of New York designated specially by the commissioners of emigration for the landing of emigrant passengers, it shall not be lawful to land such passengers at any other pier or place, and the owners and master of any vessel from which passengers shall be landed, in violation of the provisions of this section, shall be subject to a penalty of five hundred dollars for each and every violation thereof, to be sued for and recovered, with costs of suit, in the name of the commissioners of emigration, in any court having cognizance thereof; the said penalty when recovered to be applied and used by the said commissioners for the purposes for which said commissioners are constituted.

§ 9. All acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

§ 10. This act shall take effect immediately.

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### Chap. 478.

**AN ACT** authorizing a change of the grade of railroads in certain cases.

Passed April 14, 1855.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Whenever the grade of any railroad shall be changed under the direction of the canal commissioners, at any point where such road crosses, or shall cross any canal, or canal feeder, except in the city of Buffalo, it shall be lawful for the directors of the company owning such railroads to alter the grade of such road, on each, or either side of the place where such change shall have been so made by order of the canal commissioners, for such distance and in such



manner as the said directors may deem necessary. And the directors of any railroad company shall also be authorized at any time, to change the grade of any part of their road except in the city of Buffalo, in such manner as they may deem necessary to avoid accidents, and to facilitate the use of such road; any and all damages arising from such alteration to be appraised in same manner as provided in the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same;" and in the several acts amendatory thereof.

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### Chap. 499.

#### AN ACT in relation to the stealing and forging of railroad tickets.

Passed April 14, 1855.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Every person who shall be convicted of stealing, taking and carrying away any railroad passenger ticket or tickets, prepared for sale to passengers, previous to or after the sale thereof, being the personal property of any railroad company, or of any other corporation or corporations, or of any person or persons, shall be adjudged guilty of grand or petit larceny, as prescribed in the next following section.

§ 2. If the price or prices authorized to be charged for such ticket or tickets, on a sale thereof, shall exceed the sum of twenty-five dollars, such price or prices shall be deemed the value of such ticket or tickets, and the offense of stealing, taking and carrying away the same, shall be adjudged grand larceny, and the person convicted of the same shall be imprisoned in a state prison for a term not exceeding five years; but if such price or prices shall only amount to twenty-five dollars or under, the offense of stealing, taking and carrying away such ticket or tickets, shall be adjudged guilty of petit larceny, and the person convicted of the same shall be punished by imprisonment in the county jail not exceeding six months, or by a fine not exceeding one hundred dollars, or by both such fine and imprisonment.

§ 3. Railroad passenger tickets of any railroad company, as well before the same shall have been issued to its receivers or other agents for sale as after, and whether indorsed by such receivers or other

agents or not, are to be deemed railroad tickets within the meaning of this act.

§ 4. Every person who shall be convicted of having forged, counterfeited or falsely altered any railroad ticket mentioned or referred to in either of the preceding sections of this act, or of having sold, exchanged or delivered for any consideration, any such forged or counterfeited railroad tickets, knowing the same to be forged or counterfeited, with intent to injure or defraud, or of having offered any such forged or counterfeited railroad ticket for sale, exchange or delivery, for any consideration, with the like knowledge and intent, or of having received any such forged or counterfeited railroad ticket upon a sale, exchange or delivery, for any consideration, with the like knowledge and intent, shall be adjudged guilty of forgery in the third degree, and shall be punished in like manner as is prescribed by law in cases of conviction of forgery in the third degree.

§ 5. Every person who shall have in his possession any such forged or counterfeited railroad ticket as mentioned or referred to in the next preceding section, knowing the same to be forged, counterfeited or falsely altered, with intention to injure or defraud by uttering the same as true or false, or by causing the same to be uttered, or by the use of the same to procure a passage in the cars of the railroad company by which such ticket purports to have been issued, shall be subject to the punishment provided by law for forgery in the fourth degree.

§ 6. This act shall take effect immediately.

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## Chap. 185.

### AN ACT to prevent extortion by railroad companies.

Passed March 27, 1857.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any railroad company which shall ask and receive a greater rate of fare than that allowed by law, shall forfeit fifty dollars, which sum may be recovered, together with the excess so received, by the party paying the same; but it shall be lawful, and not construed as extortion, for any railroad company to take the legal rate of fare for one mile for any fractional distance less than a mile.

§ 2. This act shall take effect immediately.

## Chap. 444.

**AN ACT** further to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 14, 1857.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall be lawful for any mortgagee of any railroad and the franchises thereof, to become the purchaser of the same, at any sale thereof under the mortgage, upon foreclosure by advertisement, or under a judgment or decree, or otherwise, and to hold and convey the same, with all the rights and privileges belonging thereto or connected therewith.

§ 2. Whenever there shall be one or more of the estates enumerated in article one of title two of chapter one of the second part of the Revised Statutes, entitled "Of the creation and division of estates," in any land required by any railroad company for the purpose of its incorporation, such company may acquire such estate and land by means of the special proceedings authorized by the act hereby amended. In every such case the railroad company, in addition to the statements now required by said act, shall set forth and state in its petition the facts in relation to any such estate, and the person, persons or class of person, then in being or not in being, who are or may become entitled, in any contingency, to any estate as aforesaid in such land, and may pray that such estate may be acquired, and such persons may be bound by the said proceedings; and thereupon the court to whom such petition is presented, if there be no attorney appearing in their behalf shall appoint some competent and disinterested attorney or officer of the court to appear in such proceedings and represent the rights, interests and estate of the person, persons, or class of persons aforesaid in any such land, and to protect the same, on the appraisal and proceedings aforesaid; and it shall be the duty of the court, on or after the confirmation of the report of appraisal, to ascertain by such report, or by a reference for that purpose, or otherwise, in its discretion, the rights, interests and estates of such person, persons or class of persons, in the land so appraised, and in the compensation awarded therefor, and to make an order determining the amount or share of such compensation to which such person, persons or class of persons are, or may become, entitled on account of



such estate, as the same shall arise or become vested in them respectively, and to direct, and to provide for the payment, investment or securing thereof, for the benefit of the person, persons or class of persons aforesaid, who are, or may in the contingency upon which such estate arises, become entitled thereto; upon the company paying or securing such amount or share, in the manner directed by such order of the court, it shall be deemed to have acquired, and shall be vested with the estate which such person, persons or class of persons have, or may be entitled to in said land, and they shall be barred of and from all right or claim in and to such land. Any railroad corporation in this state may acquire the title in fee, by the special proceedings herein before mentioned, to any land which it may require for roadway and for necessary buildings, depots and freight grounds.

§ 3. Every railroad company which shall have had unclaimed freight or baggage not perishable, in its possession for the period of at least one year, may proceed and sell the same at public auction, after giving notice to that effect in the state paper once a week for not less than four weeks, and for a like period in a newspaper other than the state paper, published at the place designated for the sale, and also in one published in the city of New York. (Said notice shall contain, as near as practicable, a description of such freight or baggage, the place and time when left, together with the name of the owner of the freight, or person to whom consigned, if the same be known.) All moneys arising from the sale of freight or baggage as aforesaid, after deducting therefrom charges and expenses for transportation, storage, advertising, commissions for selling the property, and the amount previously paid for the loss or non-delivery of freight or baggage, shall be deposited by the company making such sale, accompanied with a report thereof, and proofs of advertisement, with the comptroller, for the benefit of the general fund of the state, and shall be held by him in trust for reclamation by the persons entitled, or who may become entitled, to receive the same. No sale as herein provided shall be valid unless a copy of the notice above specified shall be served upon the comptroller for at least two weeks prior to the time designated for such sale.

§ 4. In case such unclaimed freight or baggage shall, in its nature, be perishable, then the same may be sold as soon as it can be, at the best terms that can be obtained.

§ 5. This act shall take effect immediately.

## Chap. 470.

AN ACT to prevent frauds in the sale of tickets to passengers upon railroads, steamboats and steamships.

Passed April 15, 1857.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. No person other than the agents or employes of railroad, steamboat or steamship companies of this state, duly appointed by them for that purpose, by a proper authority in writing, shall offer for sale, or sell within this state, any ticket or tickets or any printed or written instrument issued by or purporting to have been issued by any railroad, steamboat or steamship company in this state or elsewhere, for the transportation of any passenger or passengers, upon any such railroad, steamboat or steamship, or any instrument wholly or partly printed or written, delivered for the purpose or upon the pretense of the procurement to such passenger or passengers, of any such ticket or tickets, or in any other manner charge, take or receive any money as a consideration or price for such passage or for the procurement of such passage ticket or tickets; and no ticket or tickets or other evidence as aforesaid, shall be sold or offered for sale by the said agents or employes, except at the offices designated for that purpose by the said companies respectively, and at prices not exceeding their regular established rates.

§ 2. Whenever any person or persons shall be complained of and arrested for violating any of the provisions of the first section of this act, it shall be the duty of the magistrate, before whom such complaint is made, to take and reduce to writing, in the presence of the person or persons complained of, the evidence of any witness which may be offered, either on behalf of the prosecution or the party accused, and the depositions so taken shall be respectively subscribed by the witnesses making the same, and certified by the magistrate; and when so taken and certified, the said depositions shall be filed in the office of the clerk of the county in which the same shall be taken. Upon the trial of any person or persons charged with any offense under the provisions of this act, the testimony taken as aforesaid may be read by either party, with the like effect as if the said witness or witnesses were sworn in open court upon said trial, provided it shall appear therein that the witness or witnesses were, at the time of taking the same, residents of another state, territory or province, or are emigrat-

ing from a foreign country, or are residents of this state, and on their way to some other state, territory or province.

§ 3. Any person violating the provisions of this act shall, upon conviction, be deemed guilty of a misdemeanor, and be punished by a fine of not less than one hundred dollars, or by imprisonment of not less than three months, or by both such fine and imprisonment.

§ 4. This act shall take effect immediately.

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### Chap. 536.

AN ACT to amend chapter thirteen, part first, of the Revised Statutes, entitled "Of the assessment and collection of taxes," and chapter 176, Laws of 1851.

Passed April 15, 1857; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section six of title two of chapter thirteen of the first part of the Revised Statutes shall not be construed to apply to railroad corporations, except so far as that their real estate shall be assessed in the town or ward in which the same shall lie, in the same manner as the real estate of individuals; and whenever the financial condition of such corporation shall subject them to be assessed on personal estate, the assessment shall be made and declared by the assessors of the town or ward in which their principal office is situate; but the taxes accruing from such personal estate shall be divided and paid by the railroad corporations to the collectors of the several towns or wards through which their road shall pass, in proportion, as near as may be, to the length of the track of the road in such town or ward, as compared with the whole length thereof.

§ 2. Section seventeen of said title shall read as follows:

§ 17. The assessors shall complete the assessment rolls on or before the first day of August, in every year, and shall make out one fair copy thereof, to be left with one of their number. They shall forthwith cause notices thereof to be left with one of their number; they shall forthwith cause notices thereof to be put up at three or more public places in their town or ward; and in case the assessment roll shall include property belonging to a railroad corporation, they shall at the same time cause a like notice to be mailed to the treasurer thereof, or delivered to the railroad agent at the nearest station.



§ 3. Where the term "person" or "persons" is used in sections eighteen and twenty of said title two, and in sections five, six and seven of chapter one hundred and seventy-six of the laws of eighteen hundred and fifty-one, such term shall be construed to include corporations as well as individuals.

§ 4. Section eighteen of said title is amended by adding after the words "hear and determine" the words "in accordance with the rule prescribed by section fifteen of said title two."

§ 5. Section six of chapter one hundred and seventy-six, Laws of eighteen hundred and fifty-one, is hereby amended so as to read as follows:

§ 6. Whenever any person, on his own behalf or on behalf of those whom he may represent, shall apply to the assessors of any town or ward to reduce the value of his real and personal estate, as set down in the assessment roll, it shall be the duty of such assessors to examine such person under oath touching the value of his or their said real or personal estate; and after such examination, and such other supplementary evidence, under oath, as shall be presented by the party or person aggrieved, they shall fix the value thereof, at such sum as they may deem just, under the rule prescribed by section \* of this title; but if such person shall refuse to answer any question as to the value of his real or personal estate, or the amount thereof, or present sufficient supplementary evidence, under oath, to justify a reduction, the said assessors shall not reduce the value of such real or personal estate. The examination so taken shall be written, and shall be subscribed by the person examined, and shall be filed in the office of the town clerk of the town or city in which such assessment shall be made; and any person who shall willfully swear false on such examination before the assessors, shall be deemed guilty of willful and corrupt perjury. It shall also be the duty of the assessors, whenever the valuation fixed to † them, after such examination, shall exceed that sworn to by the aggrieved party or person, to indorse on the written examination, the words "disagreed to by the undersigned assessors, under the rule prescribed for making assessments, by section fifteen, article two, title two, chapter thirteen, part one of the Revised Statutes, and in view of the obligations imposed by the deposition and oath, subscribed and made on the completion of the assessment roll, to which this disagreement refers." It shall be the duty of the assessors on the same occasion, to furnish the aggrieved party or person a duplicate copy of the

\* Probable omission; so in original. † So in original.

before mentioned written examination, together with the indorsement of disagreement aforesaid, duly signed.

§ 6. The provisions of the twenty-three sections of title four, chapter thirteen of the first part of the Revised Statutes, shall not apply to railroad corporations. The said title is hereby amended by adding thereto the following sections:

§ 24. It shall be the duty of every railroad corporation of this state to deliver, on or before the first day of May, in each year, to the assessors of each town or ward into which any part of their road shall run, or in which they own or are in possession of real estate, a classified list of all real estate owned or in possession of said company in said town or ward, specifying:

1. The whole number of acres of land owned, possessed or appropriated for their use, with a valuation affixed to the same, deducting that which passes along or across highways, and such other portions if any, as are already devoted to public uses and purposes.

2. The whole length of their superstructure, its cost as at present constructed, and present estimated value, naming the percentage of depreciation, if any, and construing "superstructure" to mean the ties, chairs, rails, spikes, frogs and switches, whether such superstructure be laid on land or on artificial foundation.

3. The buildings belonging to the company or in their possession, describing them by location, with the estimated value, naming the percentage of depreciation, if any.

§ 25. In fixing the valuation of the property of any railroad corporation, the assessors shall regard the list named in the preceding section and its subdivisions, when such list shall be received as *prima facie* evidence of the value thereof; but such assessors shall, if they deem needful for the purpose of testing or altering the valuation thus rendered, avail themselves of other additional evidence, under oath, in reference to the completeness of the list, and the affixed valuation of the taxable property of such corporation; but in no case shall it be reduced below the sum stated in the list.

§ 26. In case any railroad company shall not, within thirty days after the first day of May in each year, furnish the list required by section twenty-four of this title, and its subdivisions, they shall be liable to a penalty of two hundred and fifty dollars, to be sued for and recovered before any court having jurisdiction thereof, by the assessors of the city, town or village where such neglect has occurred, for the\* of the poor of the same town.

\* Probable omission; so in the original.

§ 27. Sections six, seven, eight and nine, title three of said chapter thirteen, shall apply to railroad corporations, and it shall be the duty of collectors to require the "call" mentioned in section six, to be made either on the treasurer of such corporation, or the agent of the nearest station; and in addition to posting up advertisements in three public places, as mentioned in section eight, the collector shall serve a like written notice, as to time and place, on the treasurer or agent as aforesaid.

§ 28. All provisions of law, in regard to taxing railroad corporations, inconsistent with this act are hereby repealed.

§ 7. This act shall take effect immediately.

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### Chap. 633.

**AN ACT** to repeal the act entitled "An act to establish a board of railroad commissioners, and define their powers and duties," passed April fourteenth, eighteen hundred and fifty-five, and to authorize the appointment of a deputy by the state engineer and surveyor.

PASSED April 16, 1857; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The act entitled "An act to establish a board of railroad commissioners and to define their powers and duties," passed April fourteenth, eighteen hundred and fifty-five, is hereby repealed. Nothing contained in this bill shall exempt the various railroad corporations from the liabilities and expenses heretofore incurred in the execution of the duties pertaining to the office of railroad commissioners, but the comptroller shall levy and collect the sum in the manner prescribed by statute for the payment of such expenses.

§ 2. It shall be the duty of the railroad commissioner, appointed by the governor and senate under the provisions of the act aforesaid, to prepare for publication the annual report required by said act, for the fiscal year ending September thirtieth, eighteen hundred and fifty-six, and to superintend the printing of the same.

When the said report shall be printed it shall be the duty of said commissioner to transfer to the office of the state engineer and surveyor all the property, maps and papers now belonging to or on file in the office of the board of railroad commissioners. The said commissioner shall receive for his services in preparing and superintending the

printing of said report, the compensation fixed in the act hereby repealed; but the whole amount to be paid therefor shall not exceed one-quarter of the yearly salary and traveling expenses as therein specified. The said commissioner may also employ the requisite number of clerks to make up the tabulations and deductions required by law for said annual report, and the amount to be paid for clerks thus employed shall not exceed in the aggregate the sum of seven hundred dollars. The compensation of the commissioner and clerks as aforesaid shall be paid in the same manner as is now provided in chapter five hundred and twenty-six of laws of eighteen hundred and fifty-five.

§ 3. The state engineer and surveyor is hereby authorized to appoint a deputy who may perform any of the duties of state engineer and surveyor, except as commissioner, trustee, or member of any board, and who shall receive for his services a salary at the rate of two thousand dollars per annum.

§ 4. This act shall take effect immediately.

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#### Chap. 110.

AN ACT to repeal parts of an act to amend chapter thirteen, part first, of the Revised Statutes, entitled of the assessment and collection of taxes, and chapter one hundred and seventy-six of the Laws of eighteen hundred and fifty-one, passed April fifteenth, eighteen hundred and fifty-seven.

Passed April 7, 1858.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Sections one and six of chapter five hundred and thirty-six of the Laws of eighteen hundred and fifty-seven are repealed, and that part of section two of the same chapter, which requires special notice to be given in case an assessment roll includes property belonging to a railroad corporation, is also repealed.

§ 2. This act shall take effect immediately.

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#### Chap. 125.

AN ACT in relation to sleeping cars on railroads.

Passed April 7, 1858.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any patentee of a sleeping car, or his legal representative, may place his car upon any railroad of this state, with the assent in the company owning such road. Such patentee, or his legal repre-



sentative, may charge for the use of said car, in all cases, to each passenger occupying the same, forty cents, which sum shall entitle such passenger to the use of a berth for one hundred miles; and the said patentee, or his legal representative, may charge at and after the rate of three mills for every additional mile, but in no case shall the charge exceed eighty cents.

§ 2. The railroad companies permitting the use of such cars shall, nevertheless, keep sufficient first class cars of other kinds for the convenient use and occupation of all passengers not wishing to use a sleeping car. And the tickets issued for the use of the sleeping cars shall have plainly written or printed thereon, "sleeping car," and all persons using a sleeping car shall be furnished with such tickets.

§ 3. No railroad corporation shall be interested in the additional sum paid for the use of berths in sleeping cars, pursuant to the provisions of this act.

§ 4. Nothing in this act contained shall be so construed as to exonerate any railroad company from the payment of damages for injuries, in the same way and to the same extent they would be required to do by law if such cars were owned and provided by the company.

§ 5. The legislature may alter, amend or repeal this act.

§ 6. This act shall take effect immediately.

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#### Chap. 10.

### AN ACT relative to railroads in the city of New York.

Passed January 30, 1860.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall not be lawful hereafter to lay, construct, or operate any railroad in, upon, or along any or either of the streets or avenues of the city of New York, wherever such railroad may commence or end, except under the authority and subject to the regulations and restrictions which the legislature may hereafter grant and provide. This section shall not be deemed to affect the operation, as far as laid, of any railroad now constructed and duly authorized. Nor shall it be held to impair, in any manner, any valid grant for or relating to any railroad, in said city, existing on the first day of January, eighteen hundred and sixty.

§ 2. All acts and parts of acts inconsistent with this act are hereby repealed.

§ 3. This act shall take effect immediately.

## Chap. 449.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 22, 1862; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section twenty-seven of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 27. No company formed under this act shall lay down or use in the construction of their road any iron rail of less weight than fifty-six pounds to the lineal yard, except for turnouts, sidings and switches, and roads upon which steam power cannot by law be used; and on the last-mentioned roads such weight shall not be less than forty pounds to the lineal yard.

§ 2. This act shall take effect immediately.

## Chap. 346.

AN ACT empowering railroad companies to employ police force.

Passed April 29, 1863.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any railroad corporation on which road steam is used as the motive power may apply to the governor to commission such persons as the said corporation may designate, to act as policemen for said corporation.

§ 2. The governor, upon such application, may appoint such persons or so many of them as he may deem proper to be such policemen, and shall issue to such person or persons so appointed a commission to act as such policemen.

§ 3. Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the constitution; such oath, with a copy of the commission, shall be filed with the secretary of state, and a certificate thereof by said secretary be filed with the clerk of each county through or into which the railroad for which such policeman is appointed may run, and in which it is intended he shall act; and such

policemen shall severally possess all the powers of policemen in the several towns, cities, and villages in which they shall be authorized to act as aforesaid.

§ 4. Such railroad police shall, when on duty, severally wear a metallic shield with the words "railway police" and the name of the corporation for which appointed, inscribed thereon; and said shield shall always be worn in plain view except when employed as detectives.

§ 5. The compensation of such police shall be paid by the companies for which the policemen are respectively appointed, as may be agreed on between them.

§ 6. Whenever any company shall no longer require the services of any policeman so appointed as aforesaid, they may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such officer shall cease and be determined.

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#### Chap. 243.

AN ACT to amend chapter one hundred and forty-six of the Laws of eighteen hundred and fifty-six, and chapter four hundred and fifty-four of the Laws of eighteen hundred and fifty-seven, authorizing the construction of a bridge across the Hudson river at Albany.

Passed April 20, 1864; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The Hudson River Bridge Company at Albany is hereby authorized to remove the site of its bridge from the place now located for the construction thereof, to a line running across the Hudson river, under the provisions of this act, south of the north boundary line of the city of Albany, and not more than one hundred feet north of the north line of Lumber street in said city, at a proper height of not less than twenty feet above ordinary common tide-water, to be ascertained and fixed by the state engineer and surveyor as hereinafter provided.

§ 2. It shall be the duty of the state engineer and surveyor, when requested so to do by the said corporation, to ascertain and fix upon the proper place for the construction of said bridge across said river, and also upon the proper height thereof so as to comply with the requirements of this act. The determination of the state engineer and surveyor, in regard to the location and height of said bridge,

shall be reduced to writing, and signed and acknowledged by him and filed in the office of the clerk of Albany county, and thereupon said corporation shall have the right to proceed in the construction of such bridge at the place so located therefor, and shall not be restrained by any court or officer by injunction or otherwise in the work of such construction, unless such injunction shall be granted by the supreme court sitting in a judicial district of this state, at a general term of said court, nor unless at least eight days' previous notice of the time and place of the hearing of the application for such injunction shall have been served upon said corporation, with the papers upon which such application shall be founded; and application for such injunction may be made as aforesaid at a general term in any judicial district in the state.

§ 3. This act shall take effect immediately.

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Chap. 582.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed May 5, 1864; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Subdivision five of section twenty-eight of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following: "Nor to authorize any such railroad company to construct its road upon and along any highway, without the order of the supreme court of the judicial district in which said highway is situated, made at a special term of said court, after at least ten days' notice in writing of the intention to make application for said order shall have been given to the commissioners of highways of the town in which said highway is situated.

§ 2. And when the railroad of any railroad corporation shall be leased to any other railroad company, or to any person or persons, such lessee shall maintain fences on the sides of the road so leased, of the height and strength of a division fence, as required by law, with openings or gates, or bars therein, at the farm crossings of such railroad, for the use of the proprietors of the lands adjoining such railroads, and shall also construct, where the same has not already been done, and hereafter maintain cattle-guards at all road crossings, suitable and



sufficient to prevent horses, cattle, sheep, and hogs from getting on to such railroad. And so long as such fences and cattle-guards shall not be made, and when not in good repair, such lessees and their agents shall be liable for damages which shall be done by the agents or engineers of any such corporation, to any cattle, horses, sheep, or hogs thereon; and when such fences and guards shall have been duly made, and shall be kept in good repair, such lessee shall not be liable for any such damages, unless negligently or willfully done. A sufficient post and wire fence of requisite height shall be deemed a lawful fence, within the provisions of this section; but no lessees of a railroad corporation shall be required to fence the sides of said roads except when such fence is necessary to prevent horses, cattle, sheep, and hogs from getting on to the track of the railroad, from the lands adjoining the same.

§ 3. Every railroad company whose line of road shall exceed forty continuous miles in length shall, for the better comfort of passengers, provide in such passenger car a suitable receptacle for water, with a cup or drinking utensil attached upon or near such receptacle, and shall keep the said receptacle, while said car is in use, constantly supplied with cool water; and any company failing to obey the provisions of this section shall, for each offense or omission as aforesaid, forfeit as a penalty the sum of twenty-five dollars; one-half of said penalty to be paid to the informer, and the remaining one-half to the overseer of the poor of the county in which judgment shall have been recovered. And any railroad company whose main route of road does not exceed fifteen miles may elect seven of its stockholders as a board of directors to manage its affairs at any annual election after the passage of this act.

§ 4. Section sixteen of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 16. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the constitution. Any of them may issue subpoenas and administer oath to witnesses; a majority of them may adjourn the proceedings before them from time to time, in their discretion.

Whenever they meet, except by the appointment of the court, or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties interested, or their agent or attorney.

They shall view the premises described in the petition, and hear the

proofs and allegations of the parties, and reduce the testimony taken by them, if any, to writing, and after the testimony in such case is closed, they, or a majority of them, all being present, shall, without any unnecessary delay, and before proceeding to the examination of any other claim, ascertain and determine the compensation which ought justly to be made by the company to the owners or persons interested in the real estate appraised by them; and in fixing the amount of such compensation, said commissioners shall not make any allowance or deduction on account of any real or supposed benefits which the parties interested may derive from the construction of the proposed railroad, or the construction of the proposed improvement connected with such road for which such real estate may be taken.

They, or a majority of them, shall also determine what sum ought to be paid to the general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interests of any unknown owner or party in interest, not personally served with notice of the proceedings, and who has not appeared, for costs, expenses, and counsel fees. The said commissioners shall make a report of their proceedings to the supreme court, with the minutes of the testimony taken by them, if any; and they shall be entitled to five dollars for services and expenses for every day they are actually engaged in the performance of their duties, to be paid by the company, except where the owners or persons interested in the real estate fail to have awarded them more than the amount of compensation offered them by the company before the appointment of commissioners, then to be paid by the said owners or persons interested, or if not paid by them, to be paid by the company and deducted from the amount awarded.

§ 5. Section forty-seven of chapter one hundred and forty of the Laws of eighteen hundred and fifty is hereby amended so as to read as follows:

§ 47. If any corporation formed under this act shall not, within five years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent on the amount of its capital, or shall not finish its road and put it in operation in seven years from the time of filing its articles of association as aforesaid, its corporate existence and powers shall cease.

This extension of time shall apply to all corporations whose articles of association have been filed within five years before the passage of this act.

§ 6. This act shall take effect immediately.

## Chap. 259.

**AN ACT** to amend an act entitled "An act empowering railroad companies to employ police force," passed April 29th, 1863, so as to include steamboat companies.

Passed March 30, 1866.

*The People of the State of New York, represented in Senate and Assembly do enact as follows :*

SECTION 1. Section one of chapter three hundred and forty-six of the laws of one thousand eight hundred and sixty-three, is hereby amended so as to read as follows :

Any railroad corporation on which road steam is used as the motive power, and any steamboat company, may apply to the governor to commission such person or persons as the said corporation may designate, to act as policemen for said corporation ; but no more than one policeman shall be appointed at any one station of such company.

§ 2. Section three of said act is hereby amended so as to read as follows :

Every policeman so appointed shall, before entering upon the duties of his office, take and subscribe the oath prescribed in the twelfth article of the constitution ; such oath, with a copy of the commission, shall be filed with the secretary of state, and a certificate thereof, by said secretary, be filed with the clerk of each county through or into which the railroad or steamboat for which such policeman is appointed may run, and in which it is intended the said policemen shall act ; and such policemen shall severally possess all the powers of policemen in the several towns, cities and villages in which they shall be so authorized to act as aforesaid.

§ 3. Section four of said act is hereby amended so as to read as follows :

Such police shall, when on duty, severally wear a metallic shield, with the words " railway police," or " steamboat police," as the case may be, and the name of the corporation for which appointed, inscribed thereon, and said shield shall always be worn in plain view, except when employed as detectives.

## Chap. 560.

## AN ACT for the preservation of the health of animals for human food.

Passed April 13, 1866.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. No railroad company in this state, in the carrying and transportation of cattle, sheep or swine, shall confine the same in cars for a longer period than twenty-eight consecutive hours, unless delayed by storms or other accidental causes, without unloading for rest, water and feeding, for a period of at least ten consecutive hours. In estimating such confinement, the time the animals have been confined without such rest on connecting roads from which they are received shall be computed, it being the intention to prevent their continuous confinement beyond twenty-eight hours, except upon the contingencies herein stated. Nothing in this act contained shall require the unloading of cattle, sheep or swine from the cars of the Buffalo and State Line railroad before their arrival at Buffalo, and the Atlantic and Great Western railroad, before they arrive at Salamanca.

§ 2. Provided the owner or person in charge of said animals refuses or neglects to pay for the care and feed of animals so rested, the railroad company may charge such expense to the owner or consignee, and retain a lien upon the animals until the same is paid; and *provided further*, that no claim of damages for detention shall be recovered by the owner or shipper of any animals for the time they are detained under the provisions of this act.

§ 3. Any railroad company, owner, consignee, or person in charge of said cattle, sheep, or swine, who shall violate any provision of this act, shall, for each and every such violation, be liable for and forfeit and pay a penalty in the sum of one hundred dollars, to be sued for and collected in any court having jurisdiction, by any person, in the name of the people of the state of New York; one-half of the penalty, when collected, to belong to the informer, and the balance to be paid to the state treasurer of the state of New York.

§ 4. This act shall take effect immediately.



## Chap. 697.

AN ACT supplementary to the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April 2d, 1850.

Passed April 20, 1866.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall be lawful for any number of persons, not less than ten, to form themselves into a company for constructing, maintaining, and operating a railway for public use, in the conveyance of persons and property, by means of a propelling rope or cable attached to stationary power, and upon compliance with the provisions of the first three sections of the act to which this is supplementary, they shall become a body corporate and politic, according to the provisions of said act; *Provided*, That the directors of any such company may be limited to any number not less than five, to be specified in the articles of association.

§ 2. Any such company may style itself by the name of the inventor or patentee of the particular method of propulsion used, together with such local designation as the associates may seem desirable, and shall, by such name set forth in their articles of association, have and enjoy all the powers and privileges and be subject to the liabilities mentioned in the aforesaid act, passed April second, eighteen hundred and fifty, so far as the same are comprised in the first twenty-six sections and the twenty-eighth section thereof.

§ 3. Companies formed under the provisions of this supplementary act may fix and collect rates of fare on their respective roads, not exceeding five cents for each mile or any fraction of a mile, for each passenger, and with right to a minimum fare of ten cents.

§ 4. It shall be lawful for any company formed under this act to construct and operate and maintain a road or roads in any other state or country in which the same does not conflict with the laws of such state or country; provided the assent of inventors or patentees are first obtained in the same manner and extent as would be necessary within the United States.

§ 5. Any company heretofore formed, or hereafter to be formed under the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, or the acts amendatory thereof, may extend the time for the continuance of such company

beyond the time mentioned in the original articles of association for such purpose, by the consent of two-thirds in amount of the stock held by the stockholders of said company in a certificate to be signed and proved or acknowledged by the stockholders signing the same, so as to entitle it to be recorded, which certificate shall be filed in the office of the secretary of state, who shall, upon such filing, record the same in the book kept in his office for the record of articles of association of railroad companies under said act, and make a memorandum of such record in the margin of the original articles of association in such book; and thereupon the time of the existence of such company shall be extended as designated in such certificate.

§ 6. This act shall take effect immediately.

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### Chap. 254.

#### AN ACT in relation to railroads held under lease.

Passed April 3, 1867; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any railroad corporation created by the laws of this state, or its successors, now being the lessee of the road of any other railroad corporation, may take a surrender or transfer of the capital stock of the stockholders or any of them in the corporation whose road is held under lease, and issue in exchange therefor the like additional amount of its own capital stock at par, or on such other terms and conditions as may be agreed upon between the two corporations; and whenever the greater part of the capital stock of any such corporation shall have been so surrendered or transferred, the directors of the corporation taking such surrender or transfer, shall thereafter, on a resolution electing so to do, to be entered on their minutes, become *ex officio* the directors of the corporation whose road is so held under lease, and shall manage and conduct the affairs thereof as provided by law; and whenever the whole of the said capital stock shall have been so surrendered or transferred, and a certificate thereof filed in the office of the secretary of state, under the common seal of the corporation to whom such surrender or transfer shall have been made, the estate property, rights, privileges and franchises of the said corporation whose stock shall have been so surrendered or transferred, shall thereupon vest in and be held and enjoyed by the said corporation to whom

such surrender or transfer shall have been made, as fully and entirely, and without charge or diminution, as the same were before held and enjoyed, and be managed and controlled by the board of directors of the said corporation to whom such surrender or transfer of the said stock shall have been made, and in the corporate name of such corporation. The rights of any stockholder not so surrendering or transferring his stock, shall not be in any way affected hereby, nor shall existing liabilities or the rights of creditors of the corporation, where stock shall have been so surrendered or transferred, be in any way affected or impaired by this act.

§ 2. This act shall take effect immediately.

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### Chap. 483.

**AN ACT to prevent injury and loss of life to persons on railroad cars, and in relation to a uniform for the employees thereof.**

Passed April 22, 1867.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall be the duty of every railroad company or corporation in this state, and every railroad company or corporation running, or that may hereafter run its passenger cars in this state, to cause the platforms upon the ends of all passenger cars to be so constructed that when said cars shall be coupled together, or made up into trains and in motion, danger of injury to persons or loss of life between the ends of said cars, by falling between the platforms of said cars while passing from one car to another, shall, so far as practicable, be avoided. It shall be the duty of every railroad company operating a railroad in this state by the power of steam, to designate and prescribe such peculiar uniform or external apparel, to be worn by its officers, agents and employes, engaged in or about its passenger offices or stations, or on or about its trains upon its tracks, as shall plainly, to all travelers, distinguish all such persons; and such uniform or apparel shall also plainly indicate or distinguish the position or rank of the wearer in the employment of such company. It shall be the duty of every such person to provide and wear such apparel or uniform when employed as aforesaid. And every such company that shall fail to designate and prescribe such apparel or uniform, and to also cause

the same to be generally worn by all such persons, from and after six months from the passage of this act, shall forfeit to the people of this state and be liable to pay to the treasurer of this state, on the first day of January next following the expiration of said six months, and on every first day of January thereafter, the sum of ten thousand dollars. It shall be the duty of the attorney-general of this state, in the name of the people thereof, to sue for and recover said penalties for the benefit of the state. And in case of the refusal or omission of any person aforesaid to wear such uniform or apparel, as contemplated by this act, or to obey any reasonable rule or regulation of any such company relative to the same, or the wearing thereof, it shall be the right and duty of every such company to deduct and retain the amount of five per cent of the agreed or accustomed compensation of such delinquent person, during the period of any such neglect or refusal. And every person who shall advise or use any persuasion to induce any person being an officer, agent or employee of any such company, to leave the service of such company by reason of any such apparel or uniform being required to be worn, or to refuse to wear the same, or any part thereof, every person who, without authority, shall wear such uniform or apparel, and every person being an officer or agent in any company aforesaid, who shall use any inducement with any person aforesaid to come into the employment of any other such company, by reason of any apparel or uniform so required or designated to be worn, shall severally, by reason thereof, be guilty of a misdemeanor and be liable to be punished for such offense.

§ 2. Each and every violation of this act by any railroad company or corporation, shall, on conviction, be punished by a fine of not less than fifty dollars nor more than five hundred dollars, to be sued for and collected in the name of the people of the state of New York by the attorney-general, and the moneys, when collected, to be paid into the general fund of the state.

§ 3. This act shall not operate or be construed to exempt railroad companies or corporations from liability for damages to persons who may be injured or sustain loss or damage by or through any neglect to comply with the provisions of this act.

§ 4. Time shall be allowed to all railroad companies or corporations to comply with the provisions of this act, as follows, to wit: One quarter of all the said cars of each of said companies or corporations shall be made to conform to the requirements of this act within three months from and after the passage of this act, one other quarter thereof within six months, one other quarter thereof within nine months, and



the remaining one quarter thereof within one year from and after the passage of this act.

§ 5. This act shall take effect immediately.

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Chap. 515.

AN ACT in relation to railroad corporations.

Passed April 22, 1867.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any railroad company which has been, or which may hereafter be duly formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate same," passed April second, eighteen hundred and fifty, and which is duly continued in existence, when at least ten thousand dollars for every mile of its railroad proposed to be constructed in this state shall be, in good faith, subscribed to its capital stock, and ten per cent thereof paid in, may apply to the court for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for the construction of its railroad, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed.

§ 2. This act shall take effect immediately.

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Chap. 694.

AN ACT in relation to the valuation of the property of railroad companies in school-districts, for the purpose of taxation.

Passed April 23, 1867; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall be the duty of the town assessors, within fifteen days after the completion of their annual assessment list, to apportion the valuation of the property of each and every railroad company as appears on such assessment list, among the several school-districts in their town, in which any portion of said property is situated, giving to each of said districts their proper portion, according to the propor-

tion that the value of said property in each of such districts bears to the value of the whole thereof in said town.

§ 2. Such apportionment shall be in writing, and shall be signed by said assessors, or a majority of them, and shall set forth the number of each district and the amount of the valuation of the property of each railroad company apportioned to each of said districts; and such apportionment shall be filed with the town clerk, by said assessors or one of them, within five days after being made; and the amount so apportioned to each district shall be the valuation of the property of each of said companies, on which all taxes against said companies in and for said districts shall be levied and assessed, until the next annual assessment and apportionment.

§ 3. In case the assessors shall neglect to make such apportionment, it shall be the duty of the supervisor of the town, on the application of the trustees or board of education of any district, or of any railroad company, to make such apportionment, in the same manner and with the like effect as if made by said assessors.

§ 4. The town clerk shall, whenever requested, furnish to the trustees or board of education of each district, a certified statement of the amounts apportioned to such district, and the name of the company to which the same relates.

§ 5. In case any alteration shall be made in any school district, affecting the property of any railroad company, the officer making such alteration shall, at the same time, determine what change in the valuation of the said property in such district would be just, on account of the alteration of district, and the valuation shall be accordingly changed.

§ 6. This act shall take effect immediately.

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### Chap. 775.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 25, 1867.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. If any corporation formed under an act entitled "An act to authorize the formation of railroad corporations, and to regulate the

same," passed April second, eighteen hundred and fifty, shall not, within five years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent on the amount of its capital, or shall not finish its road and put it in operation in ten years from the time of filing its articles of association, as aforesaid, its corporate existence and powers shall cease.

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### Chap. 906.

AN ACT to amend the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, in relation to reports of railroad corporations.

Passed May 14, 1887.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. The requirements of section thirty-one of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, shall not apply to street or horse railroads, except as hereinafter provided.

§ 2. Every railroad corporation in this state whose road is operated by horse power exclusively, or by steam dummy cars exclusively, or partly by horse power and partly \* steam dummy cars, and every such railroad corporation which shall hereafter be organized, shall make an annual report to the state engineer and surveyor, of the operations of the year ending on the thirtieth day of September; which report shall be verified by the oaths of the treasurer or president and acting superintendent of operations, and be filed in the office of the state engineer and surveyor by the first of December in each year, and shall state;

1. The amount of capital stock.
2. The amount of stock subscribed.
3. The amount paid in as by last report.
4. The total amount now of capital stock paid in.
5. The funded debt as by last report.
6. The total amount now of funded debt.
7. The floating debt as by last report.

\* So in original.

8. The amount now of floating debt.
9. The total amount now of funded and floating debt.
10. The average rate per annum of interest on funded debt.

*Cost of road and equipment.*

11. For road bed and superstructure, including iron, by last report.
12. The total amount now expended for the same.
13. For land, buildings and fixtures, including land damages, by last report.
14. The total amount now expended for the same.
15. For dummy cars, horses, mules and harness, by last report.
16. The total amount now expended for the same.
17. For cars and sleighs, by last report.
18. The total amount now expended for the same.
19. Total cost of road and equipment.

*Characteristics of road.*

20. Length of road, in miles.
21. Length of road laid.
22. Length of double track, including sidings.
23. Weight of rail, by yard.
24. The number of dummy cars, of cars, and of horses and mules.
25. The total number of passengers carried in cars.
26. The total number of tons of freight carried in cars.
27. The rates of fare for passengers.
28. The average time consumed by passenger cars in passing over the road.

*Expenses of maintaining the road and real estate.*

29. Repairs of road-bed and railway (including iron), and repairs of buildings and fixtures.
30. Taxes on real estate (to include all taxes except for United States revenue.)
31. Total cost of maintaining road and real estate.

*Expenses of operating road, and for repairs.*

32. General superintendence.
33. Officers, clerks, agents and office expenses.
34. Conductors, drivers and engineers on dummy cars.
35. Watchmen, starters, switchmen, roadmen, etc.
36. Repairs of dummy cars.
37. Repairs of cars and sleighs.



38. Repairs of harness, including materials and labor.
39. Horseshoeing including materials and labor.
40. Horses and mules.
41. Stable expenses.
42. Feed, grain, hay, etc., including expense of grinding.
43. Fuel, gas and lights.
44. Oil and waste.
45. Water tax.
46. Damages to persons and property, including medical attendance.
47. Law expenses.
48. Rents, including use of other roads, ferries, etc.
49. Insurance.
50. Advertising and printing.
51. United States tax on earnings.
52. Contingencies.
53. Total expense of operating road and repairs.
54. Receipts from passengers.
55. Receipts from freight.
56. Receipts from all other sources, specifying what, in detail.
57. Total receipts from all sources during the year.
58. Payments for transportation, maintenance and repairs.
59. Payments for interest.
60. Payments for dividends on stock, amount and rate per cent.
61. All other payments, specifying what, in detail.
62. Total payments during the year.
63. The number of persons injured in life and limb; the cause of the injury, and whether passengers, employes or other persons. Also whether such accidents have arisen from carelessness or negligence of any person in the employment of such corporation, and whether such person is retained in the service of the corporation.

§ 3. Section thirty-two of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 32. Any railroad corporation which shall neglect to make the report, as is provide\* in the preceding section, shall be liable to a penalty of two hundred and fifty dollars, and an additional penalty of twenty-five dollars for each day after the first day of December, on which they shall neglect to file said report, as provided in said section, to be sued for in the name of the people of the state of New York, for their use.

\* So in original.

§ 4. The provisions of section thirty-two of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, as herein amended, shall apply to all railroad corporations referred to in section two of this act.

§ 5. This act shall take effect immediately.

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### Chap. 779.

#### AN ACT in relation to mortgages executed by railroad companies.

Passed May 9, 1868.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall not be necessary to file as a chattel mortgage, any mortgage which has been, or shall hereafter be, executed by any railroad company upon real and personal property, and which has been, or shall be, recorded as a mortgage of real estate in each county in or through which the railroad runs.

§ 2. This act shall take effect immediately.

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### Chap. 793.

#### AN ACT relative to immigrants and other passengers arriving at or departing from the port of New York.

Passed May 9, 1868; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall not be lawful for any railroad company, or for any agent, employe or other officer of any railroad company, or for any other person, to sell, offer for sale, or otherwise dispose of any ticket or tickets, or written or printed instruments, or instruments partly written and partly printed, for the transportation or conveyance on or by any railroad or steamboat, of any immigrant or deck or steerage or second class passenger, arriving at the port of New York from a foreign country, at any place or places in the city of New York, except such as may be designated by the commissioners of emigration; which place or places may from time to time, as they may deem

best, be changed by the said commissioners, provided, however, that nothing herein contained shall prevent any railroad company from selling tickets to any persons at the rates of fare charged for first class passengers, nor from selling tickets at the principal ticket offices of such company, to immigrants and other second class passengers, provided such company has, at the same time, an agent who shall sell tickets at the place designated by the said commissioners for selling tickets to immigrants. The commissioners of emigration shall furnish every railroad company of this state desiring such privilege to have an agent at each and every place so designated by them to sell tickets to immigrants and other second class passengers, but if any such agent shall be found by said commissioners to have been guilty at any time, while acting as an agent, of defrauding immigrants, or of any other wrongful or disgraceful conduct, they shall exclude such agent, and it shall be the duty of the railroad company to appoint another agent in his place.

§ 2. Whenever any person or persons may be complained of, and arrested for violating any of the provisions of this act, or of any act for the benefit or protection of immigrants or passengers arriving at the port of New York, or about to depart therefrom, it shall be the duty of the magistrate before whom such complaint is made, to take and reduce to writing, in the presence of the person or persons complained of, the evidence of any witness which may be offered, either on behalf of the prosecution or of the person complained of, allowing the opposing party an opportunity to cross-examine the witness, and the depositions so taken shall be subscribed respectively by the witnesses making the same, and certified by the magistrate; and when so taken and certified the said deposition shall be filed in the office of the clerk of the court of oyer and terminer, in and for the city and county of New York; and upon the trial of any party accused, in whose presence any such deposition shall have been taken upon any complaint or charge made against him, relative to the same transaction, such deposition may be read by either party with the same effect as if the same witness were sworn, and his testimony taken in open court upon such trial, provided it shall appear thereby that the witness at the time the deposition was taken, was a resident of this state on his way to some other state, territory, province or country, or a resident of another state, territory or province, or an immigrant from a foreign country; and provided further that it shall not be shown to the court, that the witness at the time of the trial is within its jurisdiction.

§ 3. Any person violating any provision of this act, shall be deemed guilty of a misdemeanor, and shall, upon conviction, be punished by a fine of not less than three hundred, and not more than one thousand dollars, or by imprisonment of not less than three months, or by both said fine and imprisonment.

§ 4. This act shall take effect immediately.

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### Chap. 820.

**AN ACT** to amend an act entitled "An act to prevent frauds in the sale of tickets to passengers upon railroads, steamboats and steamships," passed April fifteenth, eighteen hundred and fifty-seven.

Passed May 14, 1868.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section one of an act entitled "An act to prevent frauds in the sale of tickets to passengers upon railroads, steamboats and steamships," passed April fifteenth, eighteen hundred and fifty-seven, is hereby amended by adding thereto, after the word respectively, "or at offices conveniently located by agents or other duly organized railway companies," provided that nothing in this amendment shall apply to the city and county of New York, or the county of Kings.

§ 2. This act shall take effect immediately.

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### Chap. 237.

**AN ACT** to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

Passed April 17, 1869.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section twenty-one of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following:

"And if, at any time after the construction of any railroad operated by steam by any company now existing, or that may hereafter be



created, such company, or any company owning, operating or leasing such railroad, shall require for the purposes of its incorporation or for the purpose of running or operating any railroad so owned or leased by such company, any real estate in addition to what it has already acquired, or shall require any further right to lands or the use of lands for switches, turnouts, or for the flow of water occasioned by railroad embankments or structures now in use or hereafter rendered necessary, or for any other purpose necessary to the operation of such railroad; or any right to take and convey water from any spring, pond, creek or river, to such railroad, for the uses and purposes thereof, together with the right to build or lay aqueducts or pipes for the purpose of conveying such water, and to take up, relay and repair the same; or any right of way required for carrying away or diverting any waters, streams or floods from such railroad, for the purpose of protecting the same, or for the purpose of preventing any embankment, excavation or structure of such railroad from injuring or damaging the property of any person or parties who may be rendered liable to injury by reason of such embankment, excavation or structure, as the same may have been constructed previous to such time, or may then exist; such company may acquire such additional real estate, or any property or real estate which they now use or occupy or right of way, or other rights hereinbefore specified, by purchasing the same of the person or parties owning the same or interested therein, or to be affected thereby, and by paying to such parties such damages as they may sustain by reason thereof, if the amount of such compensation or damages can be agreed upon between such company and such person or parties; and if such company shall, for any cause, be unable to agree for the purchase of such real estate or right of way, or other rights, or shall be unable to agree upon the sum which shall be paid to such persons or parties in satisfaction of the damages they may sustain, or if the title to any such real estate or right of way, or other rights already acquired or attempted to be acquired, shall, for any cause, prove defective or imperfect, then, and in every such case, such company may proceed to acquire or perfect title to such real estate or right of way, or other rights, and to ascertain and appraise such damages in the manner and by the proceedings hereinbefore in this act prescribed. Nothing in this act contained shall authorize the taking of any waters that shall at the time of such taking be commonly used for domestic, agricultural or manufacturing purposes, to such an extent as to injuriously interfere with such use in the future."

§ 2. This act shall take effect immediately.

## Chap. 844.

**AN ACT** to amend an act entitled "An act in relation to railroads held under lease," passed April third, one thousand eight hundred and sixty-seven.

Passed May 11, 1869.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any railroad corporation which may be the lessee of any other railroad shall, in addition to the powers and duties conferred and imposed by the act entitled "An act in relation to railroads held under lease," passed April third, one thousand eight hundred and sixty-seven, be required to make to the State Engineer a report of such facts concerning the operation of said leased road or roads as the lessors would otherwise be required to make, and the lessors shall not be required to make such report.

§ 2. This act shall take effect immediately.

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Chap. 907.

**AN ACT** to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads.

Passed May 18, 1869; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Whenever a majority of the tax-payers of any municipal corporation in this state, whose names appear upon the last preceding tax list or assessment roll of said corporation as owning or representing a majority of the taxable property in the corporate limits of such corporation, shall make application to the county judge of the county in which such corporation is situated, by petition verified by one of the petitioners setting forth that they are such a majority of tax-payers and represent such a majority of taxable property, and that they desire that such municipal corporation shall create and issue its bonds to an amount named in such petition (but not to exceed twenty per cent of the whole amount of taxable property as shown by said tax

list and assessment roll), and invest the same or the proceeds thereof in the stock or bonds (as said petition may direct) of such railroad company in this state as may be named in said petition, it shall be the duty of said county judge to order that a notice shall be forthwith published in some newspaper in such county, or, if there be no newspaper published in said county, then in some newspaper printed in an adjoining county, directed to whom it may concern, setting forth that, on a day therein named, which shall not be less than ten days nor more than thirty days from the date of such publication, he will proceed to take proof of the facts set forth in said petition as to the number of tax-payers joining in such petition, and as to the amount of taxable property represented by them. And any solvent moneyed, manufacturing or other corporation or company formed under the laws of this state, and being assessed on real or personal property therein, shall have all the rights and privileges under this act so far as property representation is concerned, as other tax-payers. And the board of directors or trustees of any such corporation or company may apply to the county judge by petition in the same manner as herein provided for other tax-payers. The words "municipal corporation," when used in this act, shall be construed to mean any city, town or incorporated village in this state. But nothing herein contained shall be construed as to include the city or counties of New York, Kings, Erie, Greene, Albany, Westchester, Ontario, Seneca, Yates, Onondaga and Niagara.

§ 2. It shall be the duty of the said judge, at the time and place named in the said notice, to proceed to take proof as to the said allegations in said petition; and if it shall appear satisfactorily to him that the said petitioners, or the said petitioners and such other tax-payers of said town as may then and there appear before him and express a desire to join as petitioners in said petition do represent a majority of the tax-payers of said municipal corporation as shown by the last preceding tax list or assessment roll, and do represent a majority of the taxable property upon said list or roll, he shall so adjudge and determine and cause the same to be entered of record. And such judgment and the record thereof shall have the same force and effect as other judgments and records in courts of record in this state.

§ 3. If the said judge shall adjudge and determine that such petitioners do represent a majority of such tax-payers as aforesaid, and a majority of such taxable property, as aforesaid, it shall be his duty forthwith to appoint and commission three persons who shall be free-

holders, residents and tax-payers within the corporate limits of such corporation, to be commissioners for the purposes hereinafter named. The said commissioners shall hold their offices for five years and until others are appointed by the county judge of said county, and shall, before entering upon the duties of their office, each make oath faithfully to discharge all the duties thereof. All vacancies in such commission shall also be filled by such county judge as they occur. Said commissioners shall each receive the sum of three dollars per day for each day actually engaged in the discharge of their duties, and their necessary disbursements to be audited and paid by the usual disbursing officer of such municipal corporation. A majority of such commissioners, at a meeting of which all have notice, shall constitute a quorum and may exercise the powers of the commission.

§ 4. It shall be the duty of such commissioner, with all reasonable dispatch, to cause to be made and executed the bonds of such municipal corporation, attested by the seal of such corporation affixed thereto, if such corporation has a common seal, and if not, then by their individual seals, and signed and certified by said commissioners, who are hereby authorized and empowered to affix such common seal thereto and to so sign and certify such bonds. Such bonds shall become due and payable at the expiration of thirty years from their date, and shall bear interest at the rate of seven per cent per annum, payable semi-annually, and shall not exceed in amount twenty per cent of the entire taxable property within the bounds of said municipal corporation as shown by said tax list, nor shall they exceed in amount the amount set forth in such petition. The said bonds shall also bear interest warrants corresponding in number and amounts with the several payments of interest to become due thereon, but the commissioners may agree with any holders to register any such bonds, in which case the interest warrants on the registered bonds shall be surrendered, and the interest shall be payable only on the production of the registered bond, which shall then be transferable only on the commissioners' records. The savings banks of this state are authorized to invest in said bonds not to exceed ten per cent of their deposits. All taxes except school and road taxes, collected for the next thirty years, or so much thereof as may be necessary, in any town, village or city on the assessed valuation of any railroad in said town, village or city, for which said town, village or city has issued or shall issue bonds to aid in the construction of said railroad, shall be paid over to the treasurer of the county in which said town, village or city lies, and said money so paid over, including interest collected on bonds held by said treasurer as a sinking fund, shall be invested by said



treasurer in state, city, town, county or village bonds, issued pursuant to law of this state on United States bonds, within sixty days after receiving the same, and shall be held by said county treasurer as a sinking fund for the redemption and payment of the bonds issued or to be issued by said town, village or city, to aid in the construction of said railroad.

§ 5. Such commissioners are further empowered and directed to subscribe in the name of the municipal corporation which they represent to the stock of bonds of the railroad company named in such petition (as the petition may direct), to an amount equal to the amount of bonds so created by them, and to pay for the same by exchanging the said bonds therefor at par; or they may, at their discretion, sell and dispose of the said municipal corporation bonds so created by them at rates not less than par, and invest the proceeds thereof in such stock or bonds of such railroad company as may be directed in said petition. They shall represent, either in person or by proxy, such municipal corporation at all meetings of such railroad bondholders or stockholders. Such stock or bonds so purchased by said commissioners may be sold by them before the maturing of the bonds of such municipal corporation only upon the order of the county judge of the county, made upon the petition of a majority of the taxpayers of said municipal corporation representing a majority of the taxable property thereof, as shown by the last preceding tax list or assessment roll; and the proceeds from such sale shall be forthwith paid by them to the treasurer (or other proper officer) of such municipal corporation, to be by him invested in a sinking fund, as herein after provided. Such commissioners may vote for directors on the stock of such town, village or city.

§ 6. The bonds of any municipal corporation, issued pursuant to the provisions of this act, shall be a charge upon the real and personal estate within the limits thereof, and the principal and interest thereof when due (or so much thereof as shall fail to be met by the interest on such railroad bonds or the dividends on such railroad stock, or the sinking fund herein provided for), shall be collected and paid in like manner as other debts, obligations and charges against the said municipal corporation. The said commissioners shall also provide within three years from the time of issuing said bonds, for the annual payment of at least one per cent of the same to constitute a sinking fund, so as to secure the final liquidation of said bonds within twenty-five years after their date; and for that purpose they shall receive and apply annually the surplus dividends on the stock held by said towns over the amount necessary to pay the annual interest on said bonds;

and if the amount of such surplus dividends is not sufficient for the annual payment of said one per cent, and the said commissioners shall not have received sufficient from the sale of the stock belonging to the town to pay the same, and from other sources as herein provided, then the deficiency shall be reported by said commissioners to the board of supervisors, to be levied and raised annually in the manner herein provided for paying the interest on said bonds. The treasurer (or other proper officer of such municipal corporation) shall have the custody of any railroad bonds or certificates of stock that may be subscribed for as aforesaid, and shall collect the interest upon any such bonds or the dividends upon such stock as it becomes due or is made payable, and shall apply the same toward the payment of the interest from time to time becoming due upon the said bonds of said municipal corporation; any surplus of interest or dividends, after providing for the interest upon the bonds of said municipal corporation, shall go to make up a sinking fund for the redemption of the principal of said corporation bonds. In case the stock or bonds purchased as aforesaid are sold by said commissioners, such treasurer or other officers shall also invest the proceeds thereof in a like sinking fund; and in case the same are not sold when the said bonds hereby authorized to be created and issued by said commissioners shall mature and the principal thereof become payable, the commissioners shall sell the same or so much thereof as shall be necessary to pay the outstanding principal sum due on such bonds in full, and shall pay the proceeds thereof to such treasurer or other proper officer, to be by him applied to the redemption and payment of such bonds.

§ 7. The moneys received by any railroad company, from any such commissioners, or from the sale of any bonds of any municipal corporation which they may receive under the provisions of this act, shall be by the said company faithfully applied to the construction and equipment of such railroad, and to no other purpose; and any other use thereof by any officer or agent of such company shall be deemed to be a misdemeanor, and shall be punished on conviction by imprisonment in the county jail for a term not exceeding five years.

§ 8. The bonds of any municipal corporation which may be issued under the provisions of this act shall be registered in the office of the county clerk of the county in which such corporation is situated, and shall have the words "registered in the county clerk's office" written or printed upon them, attested by the official seal of said clerk; and said clerk shall receive for each attestation the sum of twenty cents.

§ 9. Whenever any municipal corporation in this state that has heretofore issued its bonds in aid of any railroad, upon the written

consent of tax-payers, or whenever any holder of such bonds so heretofore issued shall desire to perpetuate the proof of such consent in the manner herein before provided for the perpetuation of the proof of such consent, as to bonds which may be issued under the provisions of this act, application for that purpose may be made to the county judge of the county in which such municipal corporation is situated; and it shall be lawful for such judge, after notice to whom it may concern in manner as herein before provided, to proceed to take proof concerning the allegations in such petition; and if it shall be proved to his satisfaction that all the consents necessary to be obtained before such bonds could be lawfully issued were obtained, he shall find the facts and so adjudge and determine; and such judgment, and the record thereof, shall have the same force and effect as other judgments and records in other courts of record in this state.

§ 10. Nothing herein contained shall be construed as permitting any municipal corporation, in or through which a railroad has already been constructed and is in operation, to aid in the construction of any road or any competing railroad, under the provisions of this act, unless the railroad already built appears by its corporate name upon the assessment roll specified in this act.

§ 11. This act shall take effect immediately.

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### Chap. 917.

### AN ACT authorizing the consolidation of certain railroad companies.

Passed May 20, 1869.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall and may be lawful for any railroad company or other corporation organized under the laws of this state, or of this state and any other state, and operating a railroad or bridge, either wholly within, or partly within and partly without this state, to merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any other railroad company or companies organized under the laws of this state, or under the laws of this state and any other state, or under the laws of any other state or states, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a con-

tinuous line of railroad with each other, or by means of any intervening railroad, bridge or ferry.

§ 2. Said consolidation shall be made under the conditions, provisions and restrictions, and with the powers hereinafter in this act mentioned and contained, that is to say :

1. The directors of the companies proposing to consolidate may enter into a joint agreement under the corporate seal of each company for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new corporation, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of the said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroads.

2. Said agreement shall be submitted to the stockholders of each of the said companies or corporations at a meeting thereof called separately for the purpose of taking the same into consideration ; due notice of the time and place of holding said meeting, and the object thereof, shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively, or sent to them by mail when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town or county where such company has its principal office or place of business ; and at the said meeting of stockholders the agreement of the said directors shall be considered, and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballots shall be cast in person or by proxy ; and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement then that fact shall be certified thereon by the secretaries of the respective companies under the seal thereof, and the agreement so adopted, or a certified copy thereof, shall be filed in the office of the secretary of state, and shall from thence be deemed and taken to be the agreement and act of consolidation of the said companies ; and a copy of the said agreement and act of consolidation, duly certified by the secretary of state,



under his official seal, shall be evidence in all courts and places of the existence of said new corporation, and that the foregoing provisions of this act have been fully observed and complied with.

§ 3. Upon the making and perfecting such agreement and act of consolidation as herein before provided, and filing the same or a copy thereof in the office of the secretary of state as aforesaid, the said corporations parties thereto shall be deemed and taken to be one corporation by the name provided in said agreement and act, but such act of consolidation shall not release such new corporation from any of the restrictions, disabilities or duties of the several corporations so consolidated. But nothing in this act contained shall allow any rate of fare for way passengers greater than two cents per mile, to be charged or taken over the track or tracks of that railroad, now known as the New York Central Railroad Company, and the rate of fare for way passengers over the track or tracks now operated by the said New York Central Railroad Company shall continue to be two cents per mile and no more, wherever it is now restricted to that rate of fare. But nothing herein contained shall apply to street railroads.

§ 4. Upon the consummation of said act of consolidation as aforesaid, all and singular the rights, privileges, exemptions and franchises of each of said corporations parties to the same, and all the property, real, personal and mixed, and all debts due on whatever account to either of said corporations, as well as all stock subscriptions and other things in action belonging to either of said corporations, shall be taken and deemed to be transferred to and vested in such new corporation, without further act or deed; and all claims, demands, property, rights of way and every other interest, shall be as effectually the property of the new corporation as they were of the former corporations parties to the said agreement and act; and the title to all real estate, taken by deed or otherwise, under the laws of this state, vested in either of such corporations parties to said agreement and act, shall not be deemed to revert or be in any way impaired by reason of this act, or anything done by virtue thereof, but shall be vested in the new corporation by virtue of such act of consolidation.

§ 5. The rights of all creditors of, and all liens upon the property of either of said corporations parties to said agreement and act, shall be preserved unimpaired, and the respective corporations shall be deemed to continue in existence to preserve the same, and all debts and liabilities incurred by either of said corporations, except mortgages, shall thenceforth attach to such new corporation, and be enforced against it and its property to the same extent as if said debts or liabilities had been incurred or contracted by it. No suit,

action or other proceeding now pending before any court or tribunal, in which either of said railroad companies is a party, shall be deemed to have abated or been discontinued by the agreement and act of consolidation as aforesaid, but the same may be conducted in the name of the existing corporations to final judgment, or such new corporation may be, by order of the court, on motion, substituted as a party. Suits may be brought and maintained against such new corporation in the courts of this state, for all causes of action, in the same manner as against other railroad corporations therein.

§ 6. The real estate of such new corporation, situate within this state, shall be assessed and taxed in the several towns and cities where the same shall be situated in like manner as the real estate of other railroad corporations is, or may be taxed and assessed, and such proportion of the capital stock and personal property of such new corporation shall in like manner be assessed and taxed in this state, as the number of miles of its railroad situate in this state bears to the number of miles of its railroad situate in the other state or states.

§ 7. Nothing in this act contained shall be so construed as to allow such consolidated company to charge a higher rate of fare per passenger per mile upon any part or portion of such consolidated line than is now allowed by law to be charged by each existing company respectively, nor shall this act apply to street railroads; and nothing in this act contained shall be so construed as to affect or impair in any way the validity of any contract now existing between the Buffalo and State Line Railroad Company and the New York and Erie Railroad Company.

§ 8. All the provisions of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, and of the several acts amendatory thereof or in addition thereto, shall be applicable to the new corporation so to be formed as aforesaid so far as the same are now applicable to the railroad companies of this state which may be consolidated with any other company or companies by virtue of this act.

§ 9. No companies or corporations of this state, whose railroads run on parallel or competing lines, shall be authorized by this act to merge or consolidate.

§ 10. This act shall take effect immediately.

## Chap. 151.

**AN ACT to regulate proceedings against corporations by injunction and otherwise.**

PASSED April 7, 1870.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

**'SECTION 1.** An injunction to suspend the general and ordinary business of a corporation or a joint-stock association, or to suspend from office any director, trustee or manager of a corporation or joint-stock association, or to restrain or prohibit any director, trustee or manager of a corporation or joint-stock association from the performance of his duties as such, shall not be granted, except by the court, and upon a notice of at least eight days of the application therefor to the proper officers of the corporation, or the director, trustee or manager to be enjoined or restrained; and an injunction granted for any of the said purposes, except by the court and upon the notice in this section prescribed, shall be void.

**§ 2.** No officer or director of a corporation shall be suspended or removed from office, otherwise than by the judgment of the supreme court in a civil action, in the cases prescribed by the Revised Statutes, and all actions and proceedings against a corporation, when the relief sought or which can be granted therein, shall be the dissolution of such corporation, or the removal or suspension of any officer or director thereof, shall be brought by the attorney-general in the name of the people of the State.

**§ 3.** A receiver of the property of a corporation can be appointed only by the supreme court in a civil action, and in one of the following cases, upon at least eight days' notice of the application therefor, to the proper officers of such corporation :

1. In a civil action brought by a judgment creditor of the corporation, or his representatives, after execution has been issued upon such judgment and returned unsatisfied in whole or in part.

2. In a civil action brought by a creditor of the corporation for the foreclosure of a mortgage, upon the property over which the receiver is appointed, and when the mortgage debt, or interest thereon, has remained unpaid at least thirty days after it became due, and was duly demanded from the proper officers of the corporation, and when either the income of such property is specifically mortgaged, or the property itself is probably insufficient to pay the amount of the mortgage debt.

3. In a civil action brought by the attorney-general for a dissolu-

tion of the corporation when it appears to the court that such dissolution ought to be adjudged.

4. In a civil action brought by the attorney-general or by the stockholders to preserve the assets of a corporation, having no officer empowered to hold the same.

5. In the cases specifically mentioned in title four, chapter eight, part three of the Revised Statutes.

§ 4. Any director or other officer of a corporation or joint-stock association, upon whom shall be served any notice of an application for an injunction restraining or affecting the business of such corporation or joint-stock association, or for a receiver of its property and effects, or any part thereof, who shall conceal from or omit to disclose to the other directors, trustees, managers and officers thereof the fact of such service, and the time and place at which such application is to be made, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be punished by fine or imprisonment, or both such fine and imprisonment, and shall be liable, in a civil action, to the corporation or joint-stock association for all damages which shall be sustained by it by reason of such proceedings.

§ 5. The provisions of this act shall extend and apply to all corporations and joint-stock associations, created or existing by the laws of this or of any other State or government doing business within this State, or having a business or fiscal agency, or an agency for the transfer of its stock therein, and to the directors, trustees, managers and other officers of such foreign corporations or joint-stock associations, and to all proceedings by the attorney-general, in the name of the people of this State, under the laws regulating proceedings against corporations, except that it shall not apply to corporations or associations having banking powers or power to make insurances, or to such as shall be organized under the general manufacturing laws of this State.

§ 6. This act shall take effect immediately.



## Chap. 173.

**AN ACT** to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, being "An act entitled an act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April two, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and sixty-nine.

PASSED April 11, 1870; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section one of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April two, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," is hereby amended by striking out of said section the words "Seneca," "Yates" and "Ontario," wherever the same occur.

§ 2. The provisions of said chapter nine hundred and seven, laws of eighteen hundred and sixty-nine, passed May eighteen, eighteen hundred and sixty-nine, are hereby made applicable to the counties of Seneca, Yates and Ontario, and to the several towns and incorporated villages within said counties of Seneca, Yates and Ontario.

§ 3. This act shall take effect immediately.

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Chap. 300.

**AN ACT** to provide for the payment of bonds of towns, villages and other municipal corporations.

PASSED April 20, 1870; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. In all cases where bonds of any town, village or other municipal corporation may have been or shall hereafter be issued according to law, and in all cases where the payment of the principal or interest of such bonds shall not have been otherwise paid or provided

for, the same shall be a charge upon the real and personal property of such town, village or municipal corporation, and shall be assessed, levied, collected and paid in like manner as other debts, obligations and charges against such town, village or municipal corporation, except that in villages the same shall be assessed, levied and collected by the trustees thereof in the following manner: The commissioners of said village, if any there be, who are or have been duly authorized by law to issue said bonds, or if there shall be no commissioners, then the said trustees, or a majority of them, shall, on or before the first day of January of each year, prepare and file with the clerk of the said village corporation a detailed statement of the amount of bonds which may have been issued by said village, or which may be a charge upon the same, with the amount of principal and interest which may have become due, or which shall become due during the succeeding year, and such amount of principal and interest which shall be already due, or which shall become due during such succeeding year, shall be by the trustees of said village assessed and levied upon the taxable property of said village, and collected with the other taxes which shall be collected from time to time for village purposes; and whenever, through inadvertence, neglect or other cause, any portion of the principal or interest due as aforesaid upon such bonds by such municipal corporation shall not have been paid, the same shall be assessed and collected at the first assessment and collection of taxes by such municipal corporation after such failure or omission to pay the same.

§ 2. Any commissioner, officer or officers whose duty it shall be to make reports as provided for in the first section of this act, or to make provision for the payment of the principal or interest of such bonds as aforesaid, and who shall fail or refuse to make such report, or to provide for such payment, shall be liable to a penalty not exceeding one thousand dollars, nor less than two hundred and fifty dollars, to be sued for and recovered by the holder of any of the aforesaid bonds or obligations.

§ 3. This act shall take effect immediately.

**Chap. 438.**

**AN ACT** to authorize the owners and holders of certain bonds payable to bearer to render the same payable only to order.

PASSED April 27, 1870.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. It shall be lawful for the owners or holders of any bond issued by any village, town, city or county in this State, pursuant to law, and made payable to the bearer thereof, to render such bonds non-negotiable, except by the owner's indorsement, by indorsing upon the same, and subscribing a statement that said bond is the property of said owner, and thereupon the principal sum of money mentioned in said bond shall only be payable to said owner, or his legal representatives or assigns.

§ 2. This act shall take effect immediately.

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**Chap. 506.**

**AN ACT** to facilitate the payment of taxes by railroad companies.

PASSED April 28, 1870; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. It shall be the duty of the clerk of the board of supervisors of the several counties of this State (except New York and Kings counties), within five days after the making out or issuing of the annual tax warrants by the board of supervisors of their respective counties, to prepare and deliver to the county treasurer a statement showing the title of all railroad corporations in such county, as appears on the last assessment roll of the towns or cities in such county, the valuation of the property, real and personal, of such corporation in each town or city, and the amount of tax assessed or levied on such valuation in each town or city in their county.

§ 2. Any railroad company heretofore organized under the laws of this State, or that may be hereafter organized, may, within thirty days after the receipt of such statement by the county treasurer, pay the amount of tax so assessed or levied on their property, with one per cent fees on said tax to the county treasurer, who is hereby authorized

and directed to receive such amounts and to give proper receipt therefor.

§ 3. In case any railroad company shall fail to pay such tax within said thirty days, it shall be the duty of the county treasurer to notify the collector of all towns or cities in their county in which said company is assessed, of such failure to pay said tax, and upon receipt of such notice it shall be the duty of such collector to collect said tax in the manner now provided by law, together with five per cent fees; but no town or city collector shall collect any tax levied or assessed upon the property of any railroad company in said county, by the supervisors of the county, until the receipt of such notice from the county treasurer.

§ 4. The several amounts of tax so received by the county treasurer, of and from railroad companies, shall be placed to the credit of the town or city for or on account of which the same was levied or assessed, and to the credit of the fund or funds to which the same is now or shall be hereafter pledged or appropriated by law, and the one per cent fees also paid shall be placed to the credit of the collector of said city or town; and in case such amounts shall exceed the sum due from said town or city, the surplus shall, on demand, be paid to the supervisor of said town or city, who shall receive, hold and disburse the same as if received from the collector of said town or city.

§ 5. Nothing in this act shall be construed to prevent any railroad company from paying their tax to the collector of towns or cities as now provided by law; nor shall the provisions of this act be construed to repeal or in any manner interfere with the provisions of chapter nine hundred and seven of the session laws of eighteen hundred and sixty-nine.

§ 6. This act shall take effect immediately.

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### Chap. 507.

**AN ACT** to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads.

PASSED April 28, 1870, three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

**SECTION 1.** It shall be competent for any corporation, in and to the construction of whose railroad bonds shall have been authorized to be



issued by any municipal corporation in this State, to enter into any agreement with the commissioners appointed to issue said bonds, limiting and defining the times when and the proportions in which said bonds or their proceeds shall be delivered to said corporation, and the place or places where and the purposes for which said bonds or their proceeds shall be applied or used, and any such agreement in writing, duly executed by such corporation and a majority of such commissioners, shall in all courts or places be valid and effectual. And such commissioners shall not be compelled by any court to deliver such bonds or their proceeds to such corporation, until such agreement shall be executed if required by them.

SEC. 2. This act shall take effect immediately.

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### Chap. 529.

#### AN ACT in relation to mechanics' liens.

PASSED May 2, 1870.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The provisions of the laws relating to mechanics' liens heretofore passed shall apply to bridges and trestle work erected for railroads and materials furnished therefor, and labor performed in constructing said bridges, trestle work and other structures connected therewith, and the time within which said liens may be filed shall be extended to ninety days from the time when the last work shall have been performed on said bridges, trestle work and structures connected therewith, or the time from which said materials shall have been delivered. This act shall apply to all uncompleted work commenced previous to the passage of this act.

§ 2. This act shall take effect immediately.

## Chap. 597.

AN ACT to amend an act entitled "An act to vest in the board of supervisors certain legislative powers, and to prescribe their fees for certain services," passed April third, eighteen hundred and forty-nine.

PASSED May 3, 1870; three-fifths being present.

*The People of the State of New York represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section two of an act entitled "An act to vest in the board of supervisors certain legislative powers, and to prescribe their fees for certain services, passed April third, eighteen hundred and forty-nine, is hereby amended so as to read as follows:

§ 2. Whenever any board of supervisors shall form a new town within its respective county from parts of other towns or town which shall have bonded to aid in the construction of any railroad under any act authorizing the same, and such bonds or any part thereof shall remain unpaid; or when any board of supervisors shall change the line of any town which shall have bonded to aid in the construction of any railroad in this State, and such bonds or any part thereof shall remain unpaid, the new town so formed, and the town to which shall be annexed the part taken from another town, shall pay a proportionate share of such bonds as shall remain unpaid, which share shall be ascertained from the assessed valuation of such town or towns as contained in the last equalized valuation of the assessment roll made prior to the formation of such town or the change of any such town line.

§ 2. It shall be the duty of the railroad commissioners of a town, any part of whose territory shall have been detached as aforesaid, to render a true statement to the board of supervisors, as now required by the general railroad act, of the amount necessary to pay the proportionate share belonging to the territory detached from their town which may be then coming due, and the board of supervisors shall add such proportionate share to the sums to be collected from the town so formed, or to which shall have been added the territory detached from the other town or towns, to be collected as heretofore provided for by statute.

§ 3. Such proportionate share of moneys so collected shall be paid by the supervisors of the town wherein collected to the railroad commissioners of the town or towns from which such territory shall have been detached, and such commissioners shall use such moneys for the payment of the bonds issued in the same manner they are required to use the moneys raised in their own town.

§ 4. This act shall take effect immediately.

**Chap. 636.**

**AN ACT** to provide for the better protection of life and safety of property transported on the several railroads of this State.

PASSED May 5, 1870: three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. No person shall be employed as an engineer by any officer or agent acting for or in behalf of either of the railroads of this State, who cannot read the printed time tables and ordinary handwriting.

§ 2. No person shall run an engine on a regular or special train upon either of the railroads of this State who cannot read printed time tables and ordinary handwriting.

§ 3. Any person offending against the provisions of this act shall, upon conviction thereof, be deemed guilty of a misdemeanor, and punishable for each offense by a fine not exceeding one hundred dollars, or six months' imprisonment in a county jail, in the discretion of the court having cognizance of the offense.

§ 4. This act shall take effect immediately.

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**Chap. 789.**

**AN ACT** to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and sixty-nine.

PASSED May 18, 1870; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section four of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 4. It shall be the duty of such commissioner, with all reasonable dispatch, to cause to be made and executed the bonds of such municipal corporation, attested by the seal of such corporation affixed

thereto, if such corporation has a common seal, and, if not, then by their individual seals, and signed and certified by said commissioners, who are hereby authorized and empowered to fix such common seal thereto, and to sign and certify such bonds. Such bonds shall become due and payable at the expiration of thirty years from their date, and shall bear interest at the rate of seven per cent per annum, payable semi-annually, and shall not exceed in amount twenty per cent of the entire taxable property within the bounds of said municipal corporation, as shown by said tax list, nor shall they exceed in amount the amount set forth in such petition. The said bonds shall also bear interest warrants, corresponding in number and amounts with the several payments of interest to become due thereon, but the commissioners may agree with any holders to register any such bonds, in which case the interest warrants on the registered bonds shall be surrendered, and the interest shall be payable only on the production of the registered bond, which shall then be transferable only on the commissioner's records.

The savings banks of this State are authorized to invest in said bonds not to exceed ten per cent of their deposits. All taxes, except school and road taxes, collected for the next thirty years, or so much thereof as may be necessary, in any town, village or city, on the assessed valuation of any railroad in said town, village or city, for which said town, village or city has issued or shall issue bonds to aid in the construction of said railroad, shall be paid over to the treasurer of the county in which said town, city or village lies. It shall be the duty of said treasurer, with the money which has heretofore been or shall hereafter be paid to him on said bonds, including the interest thereon, to purchase the bonds of said town, issued by said town, to aid in the construction of any railroad or railroads, when the same can be purchased at or below par; the bonds so purchased to be immediately canceled by said treasurer and the county judge, and deposited with the board of supervisors.

In case said bonds so issued cannot be purchased at or below the par value thereof, then it shall be the duty of said treasurer, and he is hereby directed to invest said money so paid to him as above mentioned, with the accumulated interest thereon, in the bonds of this State, or of any city, county, town or village thereof, issued pursuant to the laws of this State, or in bonds of the United States. The bonds so purchased, with the accumulated interest thereon, shall be held by said county treasurer as a sinking fund for the redemption and payment of the bonds issued or to be issued by said town, village or city in aid of the construction of said railroad or railroads. In



case any county treasurer shall unreasonably refuse or neglect to comply with the provisions of this act, any tax payer in any town, village or city, theretofore having issued bonds in aid of the construction of any railroad or railroads, is hereby authorized to apply to the county judge, on petition, for an order compelling said treasurer to execute the provisions of this act. And it shall be the duty of said county judge, upon a proper case being made, to issue an order directing said county treasurer to execute the provisions of this act.

All provisions of law now in force relating to the enforcement of the decrees or orders of the supreme court are hereby declared to apply to and devolve upon said county judge in the enforcement of said order. The county treasurers of the several counties of this State, in which one or more towns are situated which have issued bonds for railroad purposes, shall execute a bond, with two sufficient sureties, to be approved by the county judge of the counties respectively, to the people of the State of New York, in such penal sum as may be prescribed by the board of supervisors of the respective counties, conditioned for the faithful performance of the duties devolving upon him in pursuance of the provisions of this act.

§ 2. This act shall take effect immediately.

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### Chap. 64.

AN ACT extending the provisions of certain laws, permitting municipal corporations to aid in the construction of railroads, to certain towns in the county of Erie.

PASSED March 3, 1871, three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the power of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, binding municipalities to aid in the construction of railroads." and of all laws

amendatory thereof, are hereby extended and made applicable to the towns of Concord, Boston, Hamburg, East Hamburg, Colden and Sardinia, in the county of Erie.

§ 2. This act shall take effect immediately.

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### Chap. 84.

AN ACT to authorize the owners and holders of certain railroad mortgage bonds made payable to bearer, to render the same payable to order only.

PASSED March 9, 1871.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. It shall be lawful for any person or persons owning and holding any railroad mortgage bonds, or other corporate bonds (for which a registry is not by law provided), heretofore issued, or which may be hereafter issued, and made payable in this State and which are made payable to bearer, to render the same non-negotiable by the owner and holder indorsing upon the same and subscribing a statement that said bond is the property of such owner. And thereupon the principal sum of money mentioned in said bond shall only be payable to such owner or his legal representatives or assigns.

§ 2. The bonds described and referred to in the first section of this act may be transferred by an indorsement in blank, giving name and residence of assignor, or they may be transferred by an indorsement payable to bearer or to the order of the purchaser (naming him), subscribed by the assignor, giving name and place of residence.

§ 3. This act shall take effect immediately.

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### Chap. 146.

AN ACT extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads to the counties of Albany and Greene.

PASSED March 22, 1871; without the approval of the Governor. \*

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an

act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof, are hereby extended and made applicable to the counties of Albany and Greene.

§ 2. This act shall take effect immediately.

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### Chap. 260.

**AN ACT** to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, passed May eighteen, eighteen hundred and sixty-nine.

PASSED April 3, 1871; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The provisions of section ten of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine shall not apply to any city, town, village or municipality in the counties of Cayuga and Tompkins.

§ 2. This act shall take effect immediately.

## Chap. 283.

**AN ACT** to amend an act entitled "An act to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled 'An act to amend an act entitled an act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and seventy.

PASSED April 4, 1871; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section four of chapter seven hundred and eighty-nine of the laws of eighteen hundred and seventy is hereby amended so as to read as follows:

§ 4. It shall be the duty of such commissioner, with all reasonable dispatch, to cause to be made and executed the bonds of such municipal corporation, attested by the seal of such corporation affixed thereto, if such corporation has a common seal, and, if not, then by their individual seals, and signed and certified by said commissioners, who are hereby authorized and empowered to fix such common seal thereto, and to sign and certify such bonds. Such bonds shall become due and payable at the expiration of thirty years from their date, and shall bear interest at the rate of seven per cent per annum, payable semi-annually, and shall not exceed in amount twenty per cent of the entire taxable property within the bounds of said municipal corporation, as shown by said tax list, nor shall they exceed in amount the amount set forth in such petition. The said bonds shall also bear interest warrants, corresponding in number and amounts with the several payments of interest to become due thereon, but the commissioners may agree with any holders to register any such bonds, in which case the interest warrants on the registered bonds shall be surrendered, and the interest shall be payable only on the production of the registered bonds, which shall then be transferable only on the commissioner's records. The savings banks of this State are authorized to invest in said bonds not to exceed ten per cent of their deposits. All taxes, except school and road taxes, collected for the next thirty years, or so much thereof as may be necessary, in any town, village or city, on the assessed valuation of any railroad in said town, village or city for which said town, village or city has issued or shall issue bonds to aid in the construction of said railroad, shall be paid over to the treasurer of the county in which said town, city or village lies. It



shall be the duty of said treasurer, with the money arising from taxes levied and collected as aforesaid, which has heretofore been or shall hereafter be paid to him (including the interest thereon), to purchase the bonds of said town, issued by said town, to aid in the construction of any railroad or railroads, when the same can be purchased at or below par; the bonds so purchased to be immediately canceled by said treasurer and the county judge, and deposited with the board of supervisors. In case said bonds so issued cannot be purchased at or below the par value thereof, then it shall be the duty of said treasurer, and he is hereby directed, to invest said money so paid to him as above mentioned, with the accumulated interest thereon, in the bonds of this State, or of any city, county, town or village thereof issued pursuant to the laws of this State, or in bonds of the United States. The bonds so purchased, with the accumulated interest thereon, shall be held by said county treasurer as a sinking fund for the redemption and payment of the bonds issued or to be issued by said town, village or city in aid of the construction of said railroad or railroads. In case any county treasurer shall unreasonably refuse or neglect to comply with the provisions of this act, any tax payer in any town, village or city theretofore having issued bonds in aid of the construction of any railroad or railroads, is hereby authorized to apply to the county judge, on petition, for an order compelling said treasurer to execute the provisions of this act. And it shall be the duty of said county judge, upon a proper case being made, to issue an order directing said county treasurer to execute the provisions of this act. All provisions of laws now in force relating to the enforcement of the decrees or orders of the supreme court are hereby declared to apply to and devolve upon said county judge in the enforcement of said order. The county treasurers of the several counties of this State, in which one or more towns are situated, which have issued bonds for railroad purposes, shall execute a bond, with two sufficient sureties to be approved by the county judge of the counties respectively, to the people of the State of New York, in such penal sum as may be prescribed by the board of supervisors of the respective counties, conditioned for the faithful performance of the duties devolving upon him, in pursuance of the provisions of this act.

§ 2. This act shall take effect immediately.

## Chap. 388.

AN Act extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads in the county of Niagara, excepting the town of Royalton, in said county.

PASSED April 11, 1871; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly do enact as follows:*

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled, "An act to amend an act entitled, 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads; and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled, "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof, are hereby extended and made applicable to the county of Niagara, excepting the town of Royalton in said county.

§ 2. This act shall take effect immediately.

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Chap. 537.

AN Act requiring commissioners of towns, cities and villages, appointed under the several acts to facilitate the construction of railroads in this State, to present bonds and coupons paid by them before the boards of auditors in towns, cities and villages, and providing for the cancellation and preservation of the same.

PASSED April 17, 1871; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The commissioners appointed under and by virtue of the several acts to facilitate the construction of railroads in this State, and who have been duly authorized under said laws to issue bonds of any town, city or village therein, are hereby required to present before the boards of auditors of their respective towns, cities or villages, whose duty it is annually to examine and audit the receipts and disbursements

of either town, city or village officers, at each annual meeting of said boards of town auditors, or the auditing board in any city or village, all such bonds and coupons thereof which have been paid by them respectively during the year then ending; also to render a written statement or report annually to said board, showing in items all their receipts and expenditures, with vouchers. It shall be the further duty of said commissioners to loan on proper security or collaterals or deposit in some solvent bank or banking institution, at the best rate of interest they may be able to obtain (not exceeding seven per cent), all moneys that shall come into their hands by virtue of their office, and not needed for current liabilities, and all interest or earnings accruing from such loans or deposits shall be credited to their respective towns, cities or villages, and accounted for in their annual settlements with the said boards of auditors.

§ 2. It shall be the duty of the several boards of town auditors, or any auditing board in the cities or villages of this State, before whom such bonds or coupons thereof may be presented in pursuance of section one of this act, to cancel the same, by cutting out a portion of each bond or coupon so presented, in such manner as to effectually prevent the repayment of the same.

§ 3. All bonds and coupons so presented and canceled shall be deposited for safe-keeping and future reference in the office of the clerk of the county in which such towns, cities or villages are respectively situated, and said boards of town auditors or auditing boards in any city or village shall prepare and sign a certificate, showing a full description of all bonds or coupons so canceled and deposited by them, and shall file said certificate in the office of the clerk of their respective towns and villages, and in cities in the office of the clerk of the city.

§ 4. This act shall take effect immediately.

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### Chap. 560.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED April 19, 1871.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. The twenty-second section of an act entitled "An act to authorize the formation of railroad corporations and to regulate

the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 22. Every company formed under this act, before constructing any part of their road into or through any county named in their articles of association, shall make a map and profile of the route intended to be adopted by such company in such county, which shall be certified by the president and engineer of the company, or a majority of the directors, and filed in the office of the clerk of the county in which the road is to be made, or in the office of the register in counties where there is a register's office. The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or given to the company, of the time and place such map and profile were filed, and that the route designated thereby passes over the land of such occupant. Any occupant or owner of land over which such route passes, feeling aggrieved by the proposed location, may, within fifteen days after receiving written notice as aforesaid, give ten days' notice, in writing, to such company and to the owners or occupants of lands to be affected by any proposed alteration, of the time and place of an application to a justice of the supreme court, in the judicial district where said lands are situated, by petition duly verified, for the appointment of commissioners to examine the said route. Such petition shall set forth the petitioners' objections to the route designated by the company, shall designate the route to which it is proposed to alter the same, and shall be accompanied by a survey, map and profile of the route as designated by the company and of the proposed alteration thereof, copies of which petition, map, survey and profile shall be served upon the company and said owners or occupants, with the notice of the application. If the said justice shall consider sufficient cause therefor to exist, he may, after hearing such parties as shall appear, appoint three disinterested persons, one of whom must be a practical civil engineer, commissioners to examine the route proposed by the company and the route to which it is proposed to alter the same, and, after hearing the parties, to affirm the route originally designated, or adopt the proposed alteration thereof, as may be consistent with the just rights of all parties and the public, including the owners or occupants of lands upon the proposed alteration; but no alteration of the route shall be made except by the concurrence of the commissioner who is a practical civil engineer, nor shall an alteration be made which shall cause greater damage or injury to lands, or materially greater length of road, than the route designated by the company would cause, nor which shall substantially change the general line



adopted by the company. The determination of the commissioners shall, within thirty days after their appointment, be made and certified by them, and the certificate, with the petition, map, survey and profile, and any testimony taken before them be filed in the office of the register of the county, in counties where there is a register, otherwise in that of the county clerk. Within twenty days after the filing of such certificate any party may, by notice in writing to the others, appeal to the supreme court from the decision of the commissioners, which appeal shall be heard and decided at the next general term of the court held in any judicial district in which the lands of the petitioners, or any of them, are situated, for which the same can be noticed according to the rules and practice of said court. On the hearing of such appeal the court may affirm the route proposed by the company or may adopt that proposed by the petitioner. Said commissioners shall each be entitled to three dollars per day for their expenses and services, to be paid by the person who applied for their appointment; and, if the route of the road as designated by the company is altered by the commissioners, and their decision is affirmed on appeal (if an appeal be taken), the company shall refund to the applicant the amount so paid.

§ 2. Whenever any railroad company shall have located its road so as to terminate at any railroad previously constructed or located where-by communication might be had with any incorporated city of this State, and any other railroad company shall subsequently locate its road so as to intersect the road of said first-mentioned company, and thereby, by itself or its connections, afford communication with such city, then and in such case said first-mentioned company may alter and amend its articles of association so as to have its road terminate at the point of intersection with said road so subsequently located, provided the consent of the stockholders representing or owning two-thirds of the stock of said company shall have been first obtained thereto.

§ 3. Whenever in said act any map, survey, profile certificate, or other paper is directed to be filed or recorded in the office of the county clerk, the same shall be filed or recorded in the office of the register of the county, provided there be a register's office in said county, and all maps, profiles, surveys, reports, certificates or other papers which have, pursuant to the provisions of said act, been heretofore filed or recorded in the office of the clerk of any county in which there is a register, shall be, within thirty days after the passage of this act, transferred to the office of such register, and shall be by him refiled or recorded as of the date of the original filing or record.

§ 4. Section forty-one of an act entitled "An act to authorize the formation of railroad companies, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 41. If any person employed or who shall be employed upon the railroad of any such corporation as engineer, conductor, baggage-master, brakeman, switchman, fireman, bridge-tender, flagman, signalman, or having charge of the regulating or running of trains upon said railroad in any manner whatsoever, be intoxicated while engaged in the discharge of such duties, he shall, upon conviction thereof, be deemed guilty of a misdemeanor, and shall be punishable for each offense by a fine not exceeding one hundred dollars, or by imprisonment in a county jail for a term not exceeding six months, in the discretion of the court having cognizance of the offense. And if any person so employed as aforesaid by any such corporation shall, by reason of such intoxication, do any act or neglect any duty, which act or neglect shall cause the death or injury to any person or persons, he shall, upon conviction thereof, be punishable by imprisonment in the county jail for a term of not less than six months, or in the State prison for a term not exceeding five years, in the discretion of the court having cognizance of the offense.

§ 5. Corporations may be formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, for the purpose of constructing and operating railroads for public use in transporting persons and property of the gauge of three feet and six inches or less, but not less than thirty inches within the rails, whenever capital stock of said corporation to the amount of five thousand dollars for every mile of such railroad proposed to be constructed and operated has been in good faith subscribed; and whenever five thousand dollars or more for every mile of such railroad proposed to be constructed shall be in like manner subscribed, and ten per cent thereon in good faith actually paid in cash to the directors named in the articles of association, and an affidavit made by at least three of said directors, and indorsed on or annexed to said articles, that the amount of stock hereby required has been so subscribed as aforesaid, and ten per cent thereon paid as aforesaid, and that it is intended in good faith to construct and operate such railroad, then said articles with such affidavit may be filed and recorded in the office of secretary of state; provided, said articles contain all the other facts required by law to be stated in articles of association made for organizing railroad corporations, under said act entitled "An act to authorize the formation of railroad corpo-

rations and to regulate the same," passed April second, eighteen hundred and fifty; and all of the provisions of said last-mentioned act shall apply to corporations formed for the construction and operating of railroads of the gauge herein above mentioned, except as herein provided or otherwise provided by law.

§ 6. Any railroad company duly organized according to law, when the gauge of its proposed railroad shall be three feet and six inches or less, but not less than thirty inches within the rails, may, whenever six thousand dollars for every mile of its railroad proposed to be constructed in this State is in good faith subscribed toward its capital stock, and ten per cent thereon paid in good faith in cash, apply to the supreme court in the manner provided by law for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title to lands necessary for the construction and maintenance and operating said railroad, to the same extent and in the same manner as if the whole amount of capital stock specified in its articles of association was in like manner subscribed, and ten per cent thereof in like manner paid in cash, and may lay upon such road iron of a weight not less than forty pounds to the lineal yard, and may use in switches and turn-outs irons of not less than thirty pounds to the lineal yard.

§ 7. Any railroad corporation, now duly organized and legally kept in existence, which has not constructed its railroad, may construct a railroad of the gauge herein before mentioned, and may acquire title to lands necessary for the construction, maintenance and operating of such railroad on complying with the provisions of this act, and of all other provisions of law not inconsistent herewith.

§ 8. This act shall take effect immediately.

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### Chap. 669.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED April 21, 1870.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The twenty-seventh section of an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 27. No company formed under this act shall lay down or use in the construction of their road any iron rail of less weight than fifty-six pounds to the lineal yard on grades of one hundred and ten feet to the mile or under, and not less than seventy pounds to the lineal yard on grades of over one hundred and ten feet to the mile except for turn-outs, sidings and switches, provided this section shall apply only to roads now being constructed or hereafter to be constructed, when the gauge of said road exceeds four feet or over.

§ 2. Section twelve of chapter one hundred and forty of the laws of eighteen hundred and fifty is hereby amended so as to read as follows:

§ 12. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the months and particular days of the month upon which labor was performed and remains unpaid for, the price per day, the amount due, with the name of the contractor from whom due, the section of the road performed, and shall be signed by such laborer or his attorney, to which notice an affidavit shall be annexed, made by such laborer or his attorney, to the effect that of his own knowledge the statements contained in such notice are in all respects true. Such notice so verified shall be served on an engineer, agent or superintendent employed by said company, having charge of the section of the road on which such labor was performed, personally or by leaving the same at the office or usual place of business of such engineer, agent or superintendent, with some person of suitable age. But no action shall be maintained against any company, under the provisions of this section, unless the same is commenced after ten and within thirty days after notice is given to the company by such laborer as above provided.

§ 3. This act shall take effect immediately.



## Chap. 925.

AN ACT to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and also to amend chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of laws of eighteen hundred and sixty-nine, bounding municipalities to aid in the construction of railroads."

PASSED May 12, 1871; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section first of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 1. Whenever a majority of the tax payers of any municipal corporation in this State who are taxed or assessed for property, not including those taxed for dogs or highway tax only, upon the last preceding assessment roll or tax list of said corporation, and who are assessed or taxed, or represent a majority of the taxable property, upon said last assessment roll or tax list, shall make application to the county judge of the county in which such municipal corporation is situate, by petition, verified by one of the petitioners, setting forth that they are such majority of tax payers, and are taxed or assessed for or represent such a majority of taxable property, and that they desire that such municipal corporations shall create and issue its bonds to an amount named in such petition, and invest the same, or the proceeds thereof, in the stock or bonds (as said petition may direct) of such railroad company in this State as may be named in said petition, it shall be the duty of said county judge to order that a notice shall be forthwith published in some newspaper in such county, or, if there be no newspaper published in said county, then in some newspaper printed in an adjoining county, directed to whom it may concern, setting forth that on a day therein named, which shall not be less than ten days nor more than thirty days from the date of such publication, he will proceed to take proof of the facts set forth in said petition as to the number of tax payers joining in such petition, and as to the amount of taxable property represented by them. Any solvent corporation or

company assessed or taxed on said last assessment roll or tax list may join in such petition, and shall have all the rights and privileges under this act as other tax payers. Any person, partnership or corporation upon whom it shall have been intended to levy a tax by virtue of said last assessment list and tax roll, under whatever name, and who shall have paid or are liable to pay such tax thus intended to be assessed and levied, shall be a tax payer, entitled to represent the property thus taxed, and as such entitled to all the rights and privileges of this act. The petition authorized by this section may be absolute or conditional; and if the same be conditional the acceptance of a subscription founded on such petition shall bind the railroad company accepting the same to the observance of the condition or conditions specified in such petition; provided, however, that non-compliance with any condition inserted in such petition shall not in any manner invalidate the bonds created and issued in pursuance of such petition. No municipal corporation shall issue its bonds under the provisions of this act for a greater amount than twenty per centum of the taxable property thereof as appears on its said last assessment list or tax roll. The words "municipal corporation" when used in this act shall be construed to mean any city, town or incorporated village in this State, and the word "tax-payer" shall mean any corporation or person assessed or taxed for property, either individually or as agent, trustee, guardian, executor or administrator, or who shall have been intended to have been thus taxed and shall have paid or are liable to pay the tax as hereinbefore provided, or the owner of any non-resident lands, taxed as such, not including those taxed for dogs or highway tax only, and the words "tax list or assessment roll" when used in this act shall mean the tax list or assessment roll of said municipal corporation last completed before the first presentation of such petition to the judge. But nothing herein contained shall be construed so as to include the city of New York or the counties of New York, Kings, Erie, Westchester, Onondaga, and the town of Royalton in the county of Niagara, within the provisions of this act.

§ 2. Section two of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 2. It shall be the duty of the said judge, at the time and place named in the said notice, to proceed and take proof as to the said allegations in said petition, and if it shall appear satisfactorily to him that the said petitioners, or the said petitioners and such other tax payers of said municipal corporation as may then and there appear before him and express a desire to join as petitioners in said petition, do represent

a majority of the tax payers of said municipal corporation, as shown by the last preceding tax list or assessment roll, and do represent a majority of the taxable property upon said list or roll, he shall so adjudge and determine, and cause the same to be entered of record in the office of the clerk of the county in which said municipal corporation is situated, and such judgment and the record thereof shall have the same force and effect as other judgments and records in courts of record in this State, and in case any county judge, to whom any such petitions may have been presented, shall be declared incompetent or ineligible or in any manner disqualified to hear the same, by any court on certiorari, from any determination of such county judge in any proceeding under this act had before him, the original petitions filed with the county clerk in such proceeding and on such determination, may be taken from file and presented to a judge of an adjoining county or a justice of the supreme court; and in all such cases the same proceedings may be had before such county judge or justice of the supreme court as are required by the provisions of this act. The judge shall file the petition as part of the judgment roll, and on making his final determination in any case he shall forthwith publish notice thereof for three weeks, at least once in each week, in the same newspaper in which notice of such hearing was published as ordered.

§ 3. Section ten of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine is hereby amended so as to read as follows:

§ 10. Nothing herein contained shall be construed as permitting any municipal corporation, in or through which a railroad has already been constructed and is in operation, to aid in the construction of any other railroad under the provisions of this act, unless the railroad already built is assessed or taxed upon the assessment roll specified in this act; provided, however, that this section shall not apply to any railroad exempted from taxation by any law of this State.

§ 4. Review of proceedings under the acts hereby amended shall be by certiorari, and no writ of certiorari shall be allowed unless said writ shall be allowed within sixty days after the last publication of notice of the judge's final determination, as provided in section two of this act, and where such judgment is so entered prior to the passage of this act, unless said writ is allowed within sixty days after the passage of this act. On the return of the certiorari, the court out of which the same issued shall proceed to consider the matter brought up thereby, and shall review all questions of law and of fact determined for or against either party by the county judge. And the said courts or court of appeals in appeals now pending, and in all future proceed-

ings, may reverse or affirm or modify, in all questions of law or fact his final determination, or may remand the whole matter back to said county judge to be again heard and determined by him. And it may by order direct that he proceed thereon *de novo*, in the same manner and with the same effect as if he had taken no action therein, or it may by such order specify how and in what particulars he shall hear and determine the same on such remanding thereof. Applications for certiorari shall be on notice. On review, persons taxed for dogs or highway tax only shall not be counted as tax payers unless that claim was made before the county judge. The county judge shall forthwith proceed to carry into effect all orders of any court on review under this act.

§ 5. Chapter five hundred and seven of the laws of one thousand eight hundred and seventy is hereby amended by adding to the end of section first as follows: But in case such commissioners and such railroad corporation cannot agree, or in case the said commissioners refuse to make any agreement, then in either case the supreme court at general term may, on motion and after hearing all parties interested, determine upon what terms and conditions said bonds should be delivered to said railroad corporations, having due regard to the public good, the rights of said municipal corporation whose bonds are authorized to be issued, and the rights of said railroad corporation, and shall have power to compel the delivery of said bonds on such terms and conditions, and in such manner as it shall thus determine upon, by the usual process of the court. Said court shall also, by the usual process of said court in like cases, have power at any time to prevent by injunction the issue of said bonds or any portion thereof, on notice and for good cause shown. And any justice of said court may grant a temporary injunction until such motion can be heard.

§ 6. Section four of chapter nine hundred and seven of laws of eighteen hundred and sixty-nine, as amended by chapter two hundred and eighty-three of the laws of eighteen hundred and seventy-one, is hereby amended by adding at the end thereof as follows: In case of a vacancy in the office of commissioners, or in case all commissioners are notified of any meeting, a majority of the commissioners shall have and exercise all the powers and duties of the three commissioners. The said commissioners may issue the said bonds payable at any time they may elect, less than thirty years, any law heretofore passed to the contrary, but they shall not so issue said bonds that more than ten per cent of the principal of the whole amount of bonds issued shall become due or payable in any one year.

§ 7. This act shall take effect immediately.



**Chap. 54.**

**AN ACT** to extend to the towns of Skaneateles and Spafford, of the county of Onondaga, the provisions of the act entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, passed May the fifteenth, eighteen hundred and sixty-nine," and of acts amendatory thereof.

PASSED February 23, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The provisions of the act entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, passed May eighteenth, eighteen hundred and sixty-nine," and of the other acts amendatory thereof, are hereby made applicable to the towns of Skaneateles and Spafford in the county of Onondaga.

§ 2. This act shall take effect immediately.

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**Chap. 62.**

**AN ACT** extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads, in the towns of Salina and Clay, and the village of Liverpool, in the county of Onondaga.

PASSED February 23, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and

seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, entitled "An act to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and also to amend chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof, are hereby extended and made applicable to the towns of Salina and Clay and the village of Liverpool, in the county of Onondaga.

§ 2. This act shall take effect immediately.

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### Chap. 81.

AN ACT to amend an act passed April nineteenth, eighteen hundred and seventy-one, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,'" passed April second eighteen hundred and fifty.

PASSED March 5, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Section fifth of the act passed April nineteenth, eighteen hundred and seventy-one, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty," is hereby amended so as to read as follows :

§ 5. Corporations may be formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, for the purpose of constructing and operating railroads for public use in transporting persons and property, of the gauge of three feet and six inches or less, but not less than thirty inches within the rails ; whenever capital stock of said corporation to the amount of one thousand dollars for every mile of such railroad proposed to be constructed and operated has been

in good faith subscribed, and whenever one thousand dollars or more for every mile of such railroad proposed to be constructed shall be in like manner subscribed, and ten per cent thereon in good faith actually paid in cash to the directors named in the articles of association, and an affidavit made by at least three of said directors, and indorsed on or annexed to said articles that the amount of stock hereby required has been so subscribed as aforesaid, and ten per cent thereon paid as aforesaid, and that it is intended in good faith to construct and operate such railroad, then said articles with such affidavit may be filed and recorded in the office of Secretary of State, provided said articles contain all the other facts required by law to be stated in articles of association made for organizing railroad corporations under said act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty; and all the provisions of said last-mentioned act shall apply to corporations formed for the construction and operating of railroads of the gauge herein above mentioned, except as herein provided or otherwise provided by law.

§ 2. This act shall take effect immediately.

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### Chap. 307.

AN ACT extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads to the village of Middleport, in the county of Niagara.

PASSED April 22, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled An act to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads; and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof and supplementary thereto, are hereby extended and made applicable to the village of Middleport in the county of Niagara.

§ 2. This act shall take effect immediately.

**Chap. 350.**

**AN ACT** to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED April 24, 1872.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

**SECTION 1.** Paragraph six of section twenty-eight of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following:

And all companies whose railroads are or shall hereafter be crossed, intersected or joined as aforesaid, shall receive from each other and forward to their destination all goods, merchandise, and other property intended for points on their respective roads, with the same dispatch and at a rate of freight not exceeding the local tariff rate charged for similar goods, merchandise and other property received at and forwarded from the same point for individuals and other corporations.

§ 2. This act shall take effect immediately.

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**Chap. 516.**

**AN ACT** extending the provisions of certain laws permitting municipal corporations to aid in the construction of railroads to the county of Erie.

PASSED May 4, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

**SECTION 1.** The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act to authorize the formation of railroad corporations, and to regulate the same, passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," as amended by subsequent laws, and chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of the laws amendatory thereof are hereby extended and made applicable to the county of Erie.

§ 2. This act shall take effect immediately.



## Chap. 590.

**AN ACT to regulate processions and parades in the cities of the State of New York.**

PASSED May 7, 1872.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. No procession or parade shall use any street upon the surface of which is a railway track or tracks by marching upon the said track or tracks, and a free passage of cars upon railway tracks shall not be interfered with by the formation, halt or march of any such procession or parade, or of the persons composing it. Whenever any procession shall find it necessary to march across a railway track, the portion of said procession which in so marching is likely to stop the passage of any car or cars upon said track shall come to a halt in order to permit said car to proceed.

§ 2. All processions or parades, occupying or marching upon any street of any city to the exclusion or interruption of other citizens in their individual right of use thereof (excepting the national guard and the police and fire departments), are forbidden, unless written notice of the object, time and route of such procession or parade be given by the chief officer thereof, not less than six hours previous to its forming or marching, to the police authorities of said city; and it may be lawful for said police authorities to designate to such procession or parade how much of the street in width it can occupy with especial reference to crowded thoroughfares through which said procession may move; and when so designated, the chief officer of said procession or parade shall be responsible that the designation is obeyed; and it shall be the duty of the police authorities to furnish such escort as may be necessary to protect persons and property, and maintain the public peace and order.

§ 3. All processions and parades on Sunday, in any street or public place of any city, excepting only funeral processions engaged in the actual burial of the dead, and processions to and from any place of worship in connection with a religious service there celebrated, are forbidden; and in no such excepted case shall there be any music, fireworks, discharge of cannon or fire-arms, or other disturbing noise; provided, that in any military funeral music may be played while escorting the body, but such music shall not be played within one block of any place of worship where worship is being celebrated.

§ 4. Every person willfully violating any provision of this act shall

be guilty of a misdemeanor, punishable with a fine not exceeding twenty dollars, or imprisonment not exceeding ten days, or both at the discretion of the court.

§ 5. This act shall take effect immediately.

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### Chap. 689.

AN ACT extending the provisions of certain laws, permitting municipal corporations to aid in the construction of railroads, to the town of Marcellus, in the county of Onondaga.

PASSED May 14, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The provisions of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and of chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, entitled "An act to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads, and also to amend chapter five hundred and seven of the laws of eighteen hundred and seventy, entitled "An act to define the powers of commissioners appointed under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, bonding municipalities to aid in the construction of railroads," and of all laws amendatory thereof are hereby extended and made applicable to the town of Marcellus, in the county of Onondaga.

§ 2. This act shall take effect immediately.

## Chap. 824.

**AN ACT** to amend chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," as amended by chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, so far as the same is applicable to "the Sodus Bay and Corning Railroad Company," under its present or former corporate name.

PASSED May 22, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

**SECTION 1.** All signatures heretofore made to any petition asking that any municipality of this State may create and issue its bonds in aid of the said "The Sodus Bay and Corning Railroad Company" under its present or former corporate name under any of the acts hereby amended, which signatures were made at any time after the commencement of the formation of said railroad company by stockholders signing the articles of association of said railroad company, shall and are hereby declared to have been and to be as valid and effectual in all proceedings and courts as though said signatures had been made after the certificate of incorporation of said railroad company under its former corporate name of "The Sodus Bay, Corning and New York Railroad Company" had been duly filed in the office of the secretary of State; but this act shall not apply to any municipality in Wayne county.

§ 2. This act shall take effect immediately.

## Chap. 829.

**AN ACT** in relation to the formation of railroad companies.

PASSED May 22, 1872.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

**SECTION 1.** Whenever any number of persons, not less than twenty-five, shall make and sign, or shall before the passage of this act have made and signed, articles of association, containing the statements required by

section one of an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, except the names and places of residence of thirteen directors of the company as therein provided; and thereafter thirteen directors have been chosen at a meeting of subscribers to such articles, and the names and places of residence of such directors so chosen have been inserted in such articles so subscribed, and there has been indorsed thereon the affidavit prescribed by the second section of said act, and said articles have been filed and recorded in the office of the secretary of state; thereupon, the persons who have subscribed such articles, and all persons who shall thereafter become stockholders in such company shall be a corporation by the name specified in such articles of association, and have the same powers and privileges, and be subject to the same liabilities, as though such articles had when signed contained the names and places of residence of such directors.

§ 2. This act shall take effect immediately.

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### Chap. 843.

AN ACT to amend an act entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty."

PASSED May 23, 1872; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly do enact as follows:*

SECTION 1. Section five of chapter six hundred and ninety-seven of the laws of eighteen hundred and sixty-six is hereby amended to read as follows:

"§ 5. Any railroad corporation now existing or hereafter to be formed under the laws of this State may extend the time for the continuance of such corporation, beyond the time named for that purpose in the original act of incorporation or articles of association of such corporation, by the consent of the holders of two-thirds in amount of the stock of such corporation, in a certificate to be signed and proved, or acknowledged by the stockholders signing the same, so as to entitle it to be recorded, in the office of the secretary of State, in the book kept in said office for the record of articles of association of railroad companies; and thereupon the time of the existence of such corporation shall be extended for the period designated in such certificate, and



such corporation shall, from that time during its existence so extended, possess all the rights, privileges and franchises at that time enjoyed or exercised by such corporation."

§ 2. Whenever two railroad companies for a portion of their respective lines embrace the same location of line, or whenever their lines connect or are tributary to each other, such companies may by agreement provide for the construction by one of said companies of so much of said line as is common to both or connects with its own line, and for the manner and terms upon which the business thereon shall be performed; and the company so constructing the common or connecting and tributary portion of road shall, if the terms of such agreement so provide, be entitled to have and receive all the town bonds which have been or may be authorized to be issued to either company in aid of the construction thereof, and the towns authorized to issue such bonds are hereby authorized and required to exchange the same for the stock or bonds of the railroad company that shall, under such agreement, construct a railroad upon the line designated therein, to an amount specified in the petition of the tax payers, or remaining unpaid on their subscription to the stock of either of said railroad companies. Nothing in this act contained shall be construed so as to compel the commissioners of any town that has assented to bond for railroad purposes for any specified line of railroad to surrender the bonds of any such town to any other railroad organization, until the assents of a majority of the tax payers, owning a majority of the property appearing upon the assessment roll of such town, has been first obtained.

§ 3. This act shall take effect immediately.

## Chap. 883.

**AN ACT** to confer jurisdiction upon the supreme court or the judges thereof in proceedings under chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, entitled "An act to authorize the formation of railroad corporations and to regulate the same, passed April second, eighteen hundred and fifty, so as to permit the municipal corporations to aid in the construction of railroads," as amended by chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, and to repeal section ten of said act as thus amended.

PASSED June 15, 1872.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The petition of a majority of the tax payers of any municipal corporation in this State who are assessed or taxed, or represent a majority of the taxable property of said corporation as required, and provided by section one of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, as amended by chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one, duly verified as therein required, may be presented to any judge of the supreme court at any special term of said court, and on such presentation said judge or said court shall have all power and proceed to give notices, hear the parties and proofs, and adjudge, decree and determine as to all matters in like manner, and in all respects and with like force and effect as the county judge would have done under the acts hereby amended had such petition been presented to him. Such court or judge thereof, upon the presentation of such petition, or at any time thereafter during the pendency of any proceeding, are hereby authorized to appoint any proper person as referee to take the evidence, and report thereupon upon any questions pending in such proceedings, and such person thus appointed referee shall have all the powers of referees appointed by the supreme court in actions therein, and shall report the evidence taken by him with his conclusions of fact and law and opinion thereupon to said judge or court appointing him.

The said judge or any special term of said court may, on a notice of not less than eight days to all parties appearing on the hearing upon filing the report of said referee, hear, determine and decree as to all matters as though the proofs had been taken without any reference in such proceedings, and with like force and effect as is provided with

regard to a county judge under the acts hereby amended. No appeal can be taken from any order or decree under this act, unless on notice to all parties appearing on the hearing, and the granting or refusing said appeal, and proceedings thereunder, shall be governed by the same rules as govern the granting or refusing a certiorari of proceedings under the acts hereby amended, and proceedings under said certiorari, if allowed.

§ 2. Section ten of chapter nine hundred and seven of the laws of eighteen hundred and sixty-nine, as amended by section three of chapter nine hundred and twenty-five of the laws of eighteen hundred and seventy-one is hereby repealed.

§ 3. This act shall take effect immediately.

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### Chap. 352.

AN ACT to amend the act entitled "An act authorizing the consolidation of certain railroad companies," passed May twentieth, eighteen hundred and sixty-nine.

PASSED April 30, 1873.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The second subdivision of the second section of the act entitled "An act authorizing the consolidation of certain railroad companies," passed May twentieth, eighteen hundred and sixty-nine, is hereby amended by inserting after the word "business," in said subdivision, the following words, "or in case no daily newspaper is published in such county, then such general notice may be published once in each week in some newspaper printed in such city, town or county."

§ 2. This act shall take effect immediately.

## Chap. 710.

AN ACT to amend an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty.

PASSED June 11, 1873.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. The fifth section of an act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following: The purchaser or purchasers, or the grantee or grantees of any purchaser or purchasers of the real estate, tracks and fixtures of any railroad corporation, which has heretofore been sold, or may be hereafter sold by virtue of any mortgage, or by virtue of any judgment, decree or order of any court having jurisdiction in the premises; may associate with him or them any number of persons, and make and acknowledge and file articles of association as prescribed by the first section of this act; such articles shall be entitled to be filed when there is indorsed thereon an affidavit made by at least three of the directors named in said articles, that it is intended in good faith to maintain and operate the road mentioned in such articles, and upon the filing thereof, so indorsed, the parties making such articles of association, and their associates, shall thereupon be a corporation with all the powers, privileges and franchises, and subject to all the provisions of this act. Nothing herein contained shall be construed to authorize any company organized under this act to charge any greater rate of fare than they were authorized by law to charge previous to such reorganization.

§ 2. This act shall take effect immediately.



## Chap. 720.

## AN ACT to compel railroad commissioners to give bonds.

PASSED June 11, 1873.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. The commissioners referred to in section three of the act entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," passed May eighteen, eighteen hundred and sixty-nine, are hereby required in all cases of future appointment, within ten days after entering upon the duties of their office, and before receiving any funds belonging to the town in said section three referred to, to make and deliver to the clerk thereof a bond in such penalty and with such sureties as the board of auditors for such town shall prescribe, conditioned for the faithful discharge of their official duties, and that they will well and truly keep and pay over and account for all moneys belonging to such town, and coming into their hands as such commissioners. And in all cases, where such commissioners have entered upon the duties of their offices without executing such bond, it shall be their duty to make and file the same within twenty days after the passage of this act, and within ten days after notice thereof from the supervising officer of said municipal corporation. Such office of commissioner shall be and become vacated on failing or refusal to file the bond as herein required.

§ 2. No railroad commissioner of a town shall hereafter be eligible to the office of the supervisor thereof.

§ 3. This act shall take effect immediately.

## Chap. 240.

**AN ACT** to further amend an act, passed April twentieth, eighteen hundred and sixty-six, entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,'" passed April second, eighteen hundred and fifty.

PASSED April 23, 1874; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section five of chapter six hundred and ninety-seven of the laws of eighteen hundred and sixty-six, entitled "An act supplementary to the act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,'" passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 5. The continuance of any railroad corporation now existing, or hereafter to be formed under the laws of this State, may be extended beyond the time named for that purpose in its act or acts of incorporation, or in the articles of association of such corporation, by the filing in the office of the secretary of state a certificate of consent to such extension, signed by the holders of two-thirds in amount of the stock held by the stockholders of such corporation, and in every case where such consent has been or shall be so filed, the term of existence of such corporation is hereby extended and declared to be extended for the period designated in such certificate, and each such corporation shall, during the period named in such certificate, possess and enjoy all the rights, privileges and franchises enjoyed or exercised by such corporation at the time such certificate was or shall be so filed. Each such certificate shall be proved or acknowledged by the individuals signing the same before some officer authorized by law to take acknowledgments of deeds, and whenever such stock shall be owned or held by firms or copartnerships the execution of such certificate shall be acknowledged by one or more of such copartners; and it shall be the duty of the secretary of state to record such certificate in the book kept in his office for the record of articles of association of railroad companies. A copy of such certificate and of the acknowledgment thereof, certified by the secretary of state, shall be presumptive evidence of the truth of the facts therein stated.

§ 2. This act shall take effect immediately.

## Chap. 430:

**AN ACT** to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases.

PASSED May 11, 1874.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. In case the railroad and property connected therewith, and the rights, privileges and franchises of any corporation created under the general railroad law of this State, or existing under any special act of the legislature thereof, shall be sold under or pursuant to the judgment or decree of any court of competent jurisdiction made to execute the provisions or enforce the lien of any deed or deeds of trust, or mortgage theretofore executed by such company, the purchasers of such railroad property and franchises, their grantees or assigns, or a majority of them, may become a body politic and corporate with all the franchises, rights, powers, privileges and immunities which were possessed before such sale by the corporation whose property shall have been sold as aforesaid, by filing in the office of the secretary of state a certificate, duly executed under their hands and seals, and acknowledged before an officer authorized to take the acknowledgment of deeds, in which certificate the said persons shall describe by name and reference to the act or acts of the legislature of this State under which it was organized, the corporation whose property and franchises they shall have acquired as aforesaid, and also the court by authority of which such sale shall have been made, giving the date of the judgment or decree thereof, authorizing or directing the same, together with a brief description of the property sold, and shall also set forth the following particulars :

1. The name of the new corporation intended to be formed by the filing of such certificate.
2. The maximum amount of its capital stock, and the number of shares into which the same is to be divided.
3. The number of directors by whom the affairs of the said new corporation are to be managed, and the names and residences of the persons selected to act as directors for the first year after its organization.

And upon the due execution of such certificate and the filing of the same in the office of the secretary of state, the persons executing such certificate and who shall have acquired the title to the property and franchises sold as aforesaid, their associates, successors and assigns, shall become and be a body politic and corporate by the name specified

in such certificate, and shall become and be vested with, and entitled to exercise and enjoy, all the rights, privileges and franchises which, at the time of such sale, belonged to or were vested in the corporation formerly owning the property so sold, and shall be subject to all the duties and liabilities imposed by the provisions of the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, and of the acts amendatory thereof, except so far as may be inconsistent herewith; and a copy of the said certificate, by the secretary of state or his deputy, shall be presumptive evidence of the due formation of the new corporation therein mentioned; provided, always, that a majority of said persons shall be citizens and residents of this State.

§ 2. In case the persons organizing the new corporation to be formed, as provided in the first section of this act, shall have acquired title to the railroad property and franchises which may have been sold as in said section mentioned, pursuant to any plan or agreement for the re-adjustment of the respective interests therein of the mortgage creditors and stockholders of the company owning such property and franchises at the time of any such sale, and for the representation of such interests of creditors and stockholders in the bonds or stock of the new corporation to be formed, as mentioned in said section, the said new corporation shall be authorized and have the power to issue its bonds and stock in conformity with the provisions of such plan or agreement; and the said new corporation may, at any time within six months after its organization, compromise, settle or assume the payment of any debt, claim or liability of the former company, upon such terms as may be approved by a majority of the agents or trustees intrusted with the carrying out of the plan or agreement of re-organization aforesaid; and for the purposes of such plans and of such settlements, the said new corporation may and shall be authorized to establish preferences in respect to the payment of dividends in favor of any portion of its said capital stock, and to divide such stock into classes; provided, nevertheless, that nothing herein contained shall be held to authorize the issue of capital stock by the said new company to an aggregate amount exceeding the maximum amount of such stock mentioned in its certificate of incorporation.

§ 3. Every stockholder in any company, the franchises and property whereof shall have been sold as aforesaid, shall have the right to assent to the plan of re-adjustment and re-organization of interests pursuant to which such franchises and property shall have been purchased as aforesaid, at any time within six months after the organization of said new company, and by complying with the terms and conditions of such plan become entitled to his *pro rata* benefits therein according to its terms.



§ 4. Full power is hereby given to the railroad commissioners, corporate authorities or proper officials of any city, town or village, who may hold stock in any corporation, the property and franchises whereof shall be liable to be sold, as mentioned in the first section of this act, to assent to any plan or agreement of re-organization which provides for the formation of a new company, in conformity with this act, and the issue of stock therein to the proper authorities or officials of said cities, towns or villages, in exchange for the stock of the old or former company by them respectively held at par, subject to the foregoing provisions of this act. And such railroad commissioners, corporate authorities or other proper officials, may assign, transfer or surrender the stock so held by them in the manner required by any such plan and accept in lieu thereof the stock issued by said new corporation in conformity therewith.

§ 5. This act shall take effect immediately.

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### Chap. 108.

#### AN ACT in relation to railroad corporations.

PASSED April 15, 1875 ; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. In any case where two or more railroad companies shall have been, or shall hereafter be, organized under the general laws of this State, the whole of whose lines, as located by them respectively, shall form one continuous and connecting line of road, the said companies may consolidate their lines of road, stock, franchises and property according to the existing laws of this State relating to the consolidation of railroad companies ; and any such consolidated company may thereupon construct or finish the construction of such continuous line of railroad and operate the same, subject to all provisions of law applicable to railroad corporations, organized under the said general laws, so far as not inconsistent with this act ; but this act shall not in any manner affect the existing laws regulating the rate of fare on any railroad.

§ 2. This act shall take effect immediately.

## Chap. 193.

**AN ACT** further to amend chapter three hundred and forty-six of the Laws of eighteen hundred sixty-three, entitled "An act empowering railroad companies to employ police force."

PASSED April 29, 1875.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Section three of chapter three hundred and forty-six of the laws of eighteen hundred and sixty-three, entitled "An act empowering railroad companies to employ police force," passed April twenty-nine, eighteen hundred and sixty-three, amended by chapter two hundred and fifty-nine, Laws of eighteen hundred and sixty-six, is hereby amended so as to read as follows :

§ 3. Every policeman so appointed shall, within fifteen days after receiving his commission, and before entering upon the duties of his office, take and subscribe the oath of office prescribed in the case of officers appointed by the governor, in the twelfth article of the Constitution, which oath of office shall be taken and subscribed before the secretary of State, or before the county clerk of the county in which such policeman resides, which said oath, or a duplicate thereof, shall be filed in the office of the secretary of State. And it shall be the duty of the secretary of State, upon the filing of such oath of office, to transmit to the county clerk of each county through or into which the railroad or steamboat for which such policeman is appointed may run, and in which the said policeman is herein authorized to act, a certificate under his hand and the seal of his office, setting forth the appointment of said policeman by the governor, and that his commission is recorded and oath of office filed in the office of said secretary of State, which certificate shall be filed by each county clerk receiving the same. Such policeman shall thereupon severally possess all the powers of policemen in the several towns, cities, and villages in which they shall be so authorized to act as aforesaid.

§ 2. This act shall take effect immediately.

**Chap. 256.****AN ACT relating to the consolidation of certain railroad companies.**

PASSED May 7, 1875 ; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Any railroad company organized under the laws of this State may merge and consolidate its capital stock, franchises and property with the capital stock, franchises and property of any railroad company or companies organized under the laws of the State of Pennsylvania, whenever the two or more railroads of the companies or corporations so to be consolidated shall or may form a continuous line of railroad.

§ 2. Such consolidation shall be effected in the manner provided for by an act entitled "An act to authorize the consolidation of certain railroad companies," passed May twentieth, eighteen hundred and sixty-nine, and also subject to the laws of the State of Pennsylvania.

§ 3. At any meeting of the stockholders of any such company or corporation to consider any agreement or proposition to consolidate, the commissioners or other officer of any municipal corporation holding or having charge of any of the capital stock of such railroad company or corporation shall represent such municipal corporation, and may act and vote in person or by proxy on all matters relating to such consolidation in the same manner as individual stockholders.

§ 4. This act shall take effect immediately.

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**Chap. 328.****AN ACT to authorize the payment, in whole or in part, of the bonded indebtedness of any of the towns in this State created in aid of any railroad therein, and to prescribe the mode in which the people thereof shall determine the time and amount of such payment.**

PASSED May 14, 1875 ; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Upon the application in writing of at least twelve citizens, tax-payers of any town in this State, addressed to the supervisor

of such town, asking for the payment, in whole or in part, of the bonded indebtedness of such town created in aid of any railroad therein, specifying the amount of such indebtedness to be paid, and how much thereof shall be paid annually, and asking also for a vote of the people of such town upon the question, the time and the amount of such payment, the said supervisor shall, at the next annual town meeting to be held in such town, submit such question to the qualified voters of such town, and shall take the votes thereof in the manner following, to wit: The said supervisor shall have prepared a suitable book in which shall be transcribed a copy of the aforesaid application, underwritten with the names of the signers thereof, and shall open the same, at the time of the opening of the polls of such town meeting, for the signatures of the qualified voters of such town, by reading aloud to the people the said application and the names of its signers. The said voters, together with other individuals paying taxes in said town, who shall favor such application may, during the time the polls of such town meeting are open, subscribe in such book such transcribed application, or may authorize the clerk of such town to subscribe the same for him or her. And any solvent moneyed, manufacturing or other corporation or company formed under the laws of this State, and being assessed on real or personal property in such town, shall have all the rights and privileges under this act so far as property representation is concerned, as other tax-payers, to be exercised by its chief financial officer.

§ 2. Immediately after the close of the polls at such town meeting, the said supervisor shall affix his certificate, next succeeding the last named subscribed in such book, to the effect that the persons, whose names are subscribed in such book, are qualified voters of such town, or tax-payers therein, and assented to the proposition submitted in the said application at such town meeting, and shall, forthwith and within five days after such town meeting, transmit the said books so completed to the county judge of his county; and it shall be the duty of said judge forthwith and within ten days thereafter to proceed to take proof as to the relative number and assessed property represented by such voters; and if it shall appear satisfactorily to him that the persons who had so signed said application, and such other tax-payers of said town as may then and there appear before him and express a desire to subscribe the same, do represent a majority of the tax-payers of said town as shown by the last preceding tax-list or assessment roll, and do represent a majority of the taxable property upon said list or roll, he shall so adjudge and determine and cause the same to be entered of record, and shall forthwith certify the same to the board of supervisors



of his county, to whom he shall also transmit such book with its contents.

§ 3. It shall, thereupon, be the duty of the said supervisors, in accordance with the terms and request of such application, to cause to be assessed, levied and collected in such town, as other taxes in such town are assessed, levied and collected, in each year, as the same is designated in such application, such sum or sums as shall be sufficient to pay off and discharge the said bonded indebtedness, either at one time and by one assessment, or by installments of yearly assessments and payments as may be designated in such application.

§ 4. The money so assessed, levied and collected shall be sacredly applied to the payment of the bonds of such town so given in aid of railroads as designated in such application, and to no other purpose whatever; except, that in case there shall not be, of such bonds, as are then due and payable, sufficient in amount to exhaust the whole sum so collected, and the holders and owners of such other bonds, as may not then have matured, shall not be willing to accept payment thereof, the said supervisor shall cause the residue of said money, so collected, after paying such bonds as he may be able to retire, to be invested in such State, county, town, city or village bonds as may have been issued in pursuance of the laws of this State, or in United States bonds, to be deposited with the treasurer of said county as a sinking fund for the redemption and payment of the bonds of such town created in aid of any railroad therein, and the avails of such sinking fund shall be sacredly applied for the payment and redemption of the bonds of such town as the same become due.

§ 5. This act shall take effect immediately.

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### Chap. 392.

### AN ACT for the better security of railroad employes for labor performed.

PASSED May 18, 1875; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any person who shall hereafter perform any labor for a railroad corporation shall, on filing with the county clerk of any county in which such railroad corporation is situated, or through which the road of such corporation passes, the notice prescribed by

the second section of this act, have a lien for the value of such labor upon such railroad track, rolling stock and appurtenances, and upon the land upon which such railroad track and appurtenances are situated, to the extent of the right, title and interest of such railroad corporation in the property existing at the time of filing the said notice.

§ 2. Within thirty days after the performance and completion of such labor, such person shall file a notice, in writing, with the county clerk of the county where the property is located, specifying the amount of claim, and the corporation against whom the claim is made. The county clerk shall enter the particulars of such notice in a book to be kept in his office, to be called the "lien docket," with the name of claimant, amount claimed, the name of such corporation against which such claim is made, and the date of the filing of the notice, hour and minute. A fee of ten cents shall be paid to said clerk on filing such lien, and said notice, when so filed, shall thereafter operate as an incumbrance upon said property.

§ 3. Any person performing labor, in availing himself of the provisions of this act, shall, upon the trial, or at the assessment of damages, produce evidence to establish the value of such labor, and that the same was performed for such railroad corporation.

§ 4. Any laborer performing any work, or assignee thereof, may, after such labor is performed, and the service of the notice required by the first section of this act, bring an action in any of the courts of the county in which said property is situated to enforce said lien, requiring such railroad corporation to appear, by attorney, within thirty days after such service and answer the same, or, in default thereof, the claimant may take judgment for the amount of claim and costs.

§ 5. Every lien created under the provisions of this act shall continue until the expiration of one year, unless sooner discharged by the court or some legal act of the claimant in the proceedings; but when a judgment is entered therein, and docketed with the county clerk within said year, it shall be a lien upon the real property of the railroad corporation against whom it is obtained, to the extent that other judgments are now made a lien thereon.

§ 6. The liens created and established by virtue of the provisions of this act shall be paid and settled according to the priority of the notice filed with the county clerk, as directed by the second section hereof.

§ 7. All liens created by this act may be discharged as follows:

1. By filing with the county clerk a certificate of the claimant, or his successors in interest, acknowledged or proved in the same man

ner as a conveyance of real estate, stating that the lien has been paid or discharged; or

2. By depositing with the court or clerk of the court a sum of money equal to double the amount claimed, which money shall be thereupon held subject to the determination of the lien; or

3. By an entry of the county clerk, made in the book of liens, that the proceedings on the part of the claimant have been dismissed by the court in which it is brought, or a judgment rendered against the said claimant; or

4. By an affidavit of the service of a notice from such railroad corporation, or its attorney, to the claimant, requiring such claimant to commence an action for the enforcement of said lien within twenty days after service of said notice, and the failure of said claimant to commence an action as aforesaid.

§ 8. Each and all the stockholders of such corporation shall be jointly and severally liable for the debts due or owing to any of its laborers or servants, other than contractors for personal service for ninety days' service, or less than ninety service, performed for such corporation, but shall not be liable to an action therefor, before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such execution shall be the amount recoverable with costs against such stockholders, before such laborer or servant shall charge such stockholders for such ninety days' service, or less than ninety days' service, he shall give notice in writing, within twenty days after the performance of such service, that he intends to so hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in such corporation in ratable proportion to the amount of the stock they shall respectively hold with himself.

## Chap. 421.

AN ACT to authorize towns, cities and villages to pay their bonds, issued for railroad purposes, by exchanging therefor their railroad stock or bonds, and to exchange their stock of any railroad corporation for the bonds of such corporation.

PASSED May 22, 1875; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. It shall be lawful for any town, city or village to exchange the bonds and stock of any railroad corporation for and in payment of the bonds of any such town, city or village, heretofore issued in aid of any such railroad corporation, and it shall be lawful for any town, city or village to exchange the stock of any railroad corporation for the bonds of such corporation; and such exchange may be made by the officers of such town, city or village having the lawful charge and custody of such railroad stock and bonds, but the same shall not be thus exchanged for less than the par value thereof; and when any such exchange shall be made, report thereof shall be made, by the officers making the same, to the then next meeting of the board of auditors of their town, the common council of their city, or the board of trustees of their village; and the town, city or village bonds obtained by such exchange, shall thereupon be canceled.

§ 2. This act shall take effect immediately.

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Chap. 483.

AN ACT to amend chapter eight hundred and twenty-five of the Laws of eighteen hundred and seventy-three, entitled "An act to authorize the laying of rails and to run cars thereon for the transportation of passengers in certain streets and avenues in the upper part of the city of New York."

PASSED June 5, 1875.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section four of chapter eight hundred and twenty-five of the Laws of eighteen hundred and seventy-three, entitled "An act



to authorize the laying of rails and to run cars thereon for the transportation of passengers in certain streets and avenues in the upper part of the city of New York," is hereby amended so as to read as follows:

§ 4. The first nine persons or grantees named in the foregoing first section of this act shall, as soon as practicable, after its passage, by a notice in writing, signed by them, convene a meeting of the persons or grantees named in said first section, or their assigns, for the purpose of organizing at a time and place in the city of New York to be designated in said notice of organization. A copy of said notice shall be served upon each of the other grantees, or their assigns, either in person or by depositing the same in the post-office, directed to him at the post-office nearest his last known place of residence or business, at least twenty days before the day specified for such meeting. Two-thirds of the persons named, or their assigns, at said meeting shall be competent to organize, and shall possess all the powers necessary to carry out the purposes of this act.

§ 2. This act shall take effect immediately.

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### Chap. 585.

AN ACT to provide for the sale of stock and bonds of bankrupt railroad companies by municipal corporations holding the same, and for the disposition of the proceeds of such stock or bonds.

PASSED June 12, 1875 ; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Any municipal corporation within this State holding and owning any stock or mortgage bonds of any railroad company in this State which shall have been adjudicated bankrupt, or the property of which shall be in the possession of a receiver appointed under the laws of this State, or the railroad or other property of which shall have been sold, or shall have been deemed to be sold, by virtue of any decree of foreclosure of any mortgage executed by such railroad company, is hereby authorized to sell and dispose of such stock or mortgage bonds in the manner hereinafter provided.

§ 2. The commissioner or commissioners of any municipal corporation within this State which shall have issued its bonds in aid of the

construction of the railroad of any railroad company in this State within the provisions of section one of this act appointed to issue such bonds of any municipal corporation under any law of this State, or the successor or successors in office of any such commissioner or commissioners, on the application of the mayor and common council of any city, or of the board of trustees of any incorporated village, or of the supervisor of any town within this State, the bonds of which shall have been issued in aid of the construction of any such railroad, as aforesaid, shall forthwith publish a notice of the sale at public auction of the stock or mortgage bonds of any such railroad company held and owned by such municipal corporation as aforesaid, at such public place within the limits of such municipal corporation as such commissioner or commissioners may specify in such notice. The said notice shall specify the amount of such stock or bonds so held by said municipal corporation and the number of shares of such stock, and the amount of such bonds, respectively, and the name of the railroad company by which the same were issued, and shall be published in two newspapers published in the county wherein such railroad may be situated, or if it extends through or into more than one county, then in two newspapers published in each county wherein such railroad may be situated, at least once in each week after the first publication of such notice, until the day of sale, which shall be not less than ten nor more than twenty days after the first publication of the said notice.

§ 3. On the day and at the place of sale specified in the notice aforesaid, the said commissioner or commissioners shall sell at public auction, to the highest bidder for cash, all the stock or mortgage bonds of any such railroad company so held and owned by such municipal corporation as aforesaid, in such parcel or parcels as in their discretion shall be most advantageous to the said municipal corporation, and shall deliver the same to the purchaser or purchasers thereof, and shall execute to such purchaser or purchasers any transfer or assignment of such stock or bonds necessary to transfer the same, and thereupon the purchaser or purchasers of such stock or bonds shall be vested with all the right, title, and interest of the said municipal corporation, and of the said commissioner or commissioners in and to the stock or bonds so sold as aforesaid.

§ 4. All moneys received by said commissioner or commissioners for any stock or mortgage bonds sold pursuant to the provisions of this act shall be immediately paid over to the treasurer or other officer of such municipal corporation having charge of its funds, in case of

a town to the supervisor thereof for the use of such municipal corporation, and, after paying the expenses of such sale, shall be applied by such municipal corporation to the payment and extinguishment of its bonds issued in aid of said railroad company, and to no other purpose whatever; provided, that in case the municipal bonds so issued shall have been all paid before such sale, or in case the moneys realized from such sale shall be more than sufficient to pay off the municipal bonds issued as aforesaid in aid of such railroad corporation then outstanding, the proceeds of such railroad stock or bonds, or any such balance thereof, shall be applied by such municipal corporation to the payment of, such other debt thereof, or to defray such other lawful charge thereupon as the common council of any such city, or the board of trustees of any such incorporated village, or the qualified voters of any such town, in town meeting, may direct.

§ 5. All acts and parts of acts, so far as they are inconsistent herewith, are hereby repealed.

§ 6. This act shall take effect immediately.

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### Chap. 586.

AN ACT to define the powers and privileges of railroad corporations, and to repeal sections three and four of chapter two hundred and seventy-eight of the Laws of eighteen hundred and sixty-eight, entitled "An act in relation to the Erie, New York Central, Hudson River and Harlem Railway Companies."

PASSED June 12, 1875.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. When the time for holding the annual election for the directors of any railroad company is now fixed by any law, charter or by-law for a time, within three months before the thirtieth day of September in any year, the directors of such company may by resolution, to be published at least thirty days before the time now established for such election, postpone such election to a time not more than two months after the thirtieth day of September then next ensuing, and thereafter the annual election of such company shall be held in each year on the day so designated, and the term of office of the directors of such company, in office when such change is made, shall

be extended to the day thus fixed for the next election of directors, and the election of their successors.

§ 2. Any railroad company organized under the laws of this State may purchase, hold and convey lands, or any interests in lands, in any other State through which any part of its railroad is operated, or may purchase, hold and transfer stock in any company organized in another State, owning lands as aforesaid, for the purpose of securing for such railroad in this State, a permanent supply of fuel for its use.

§ 3. Sections three and four of chapter two hundred and seventy-eight of the Laws of eighteen hundred and sixty-eight, entitled "An act in relation to the Erie, New York Central, Hudson River and Harlem Railway Companies," passed April twenty-first, eighteen hundred and sixty-eight, are hereby repealed.

§ 4. This act shall take effect immediately.

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### Chap. 598.

#### AN ACT in relation to railroad corporations.

PASSED June 18, 1875.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any existing railroad company heretofore organized or incorporated under the laws of this State, except such as may have been organized for the purpose of constructing or operating a railroad in the city of New York, which may have been unable from any cause to construct its railroad within the time specified by its charter or articles of association, shall hereby have the time for the completion of the railroad it was authorized to construct extended for a further term of two years beyond the time heretofore limited, and failure to construct its railroad heretofore, shall not cause a forfeiture of its corporate powers; but nothing herein contained shall have the effect to revive any corporation whose corporate power has been forfeited from any cause.



## Chap. 606.

AN ACT further to provide for the construction and operation of a steam railway or railways in counties of the State.

PASSED June 18, 1875; three-fifths being present

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Whenever it shall appear, by the application of fifty reputable householders and tax-payers of any county in this State, verified upon oath before a justice of the Supreme Court, that there is need in such county of a steam railway or railways for the transportation of passengers, mails or freight, the board of supervisors of said county may, within thirty days after presentation to them of such application, duly verified as aforesaid, appoint five commissioners who shall be residents of the said county, and who shall have full power and authority to do and provide all that they are hereinafter directed to do and provide, and a certificate of whose appointment, signed by the chairman and clerk of such board, shall be filed in the office of the secretary of State, and a duplicate thereof in the office of the clerk of such county. But whenever any such proposed railway shall be wholly within the limits of any city in the State, then such application shall be made only to the mayor of said city, and such mayor shall appoint such commissioners as aforesaid.

§ 2. Within ten days after their appointment, each of said commissioners shall take and subscribe an oath, faithfully to perform the duties of his office, the said oath to be filed in the office of the secretary of State, and a duplicate thereof in the office of the clerk of such county, and shall give a bond to the people of the State of New York, in the penal sum of twenty-five thousand dollars, conditioned for the faithful performance of the duties required by this act, which bond shall have two or more sureties, to be approved by a justice of the department of the supreme court including such county, and shall be filed in said clerk's office, before said commissioner shall assume or perform any of the duties of his office.

§ 3. Within fifteen days after their appointment, the said commissioners shall meet at some convenient place in such county, and organize themselves as a board with appropriate officers.

§ 4. Said commissioners shall, within thirty days after such organization, determine upon the necessity of such steam railway or railways, and if they find such railway or railways to be necessary in such

county, they shall, within sixty days after such organization, fix and determine the route or routes for such steam railway or railways, and the said commissioners shall have the exclusive power to locate the route or routes of such railway or railways, over, under, through or across the streets, avenues, places or lands in such county, "except Broadway and Fifth avenue, below Fifty-ninth street, and Fourth avenue, above Forty-second street, in the city of New York," and except such portions of streets and avenues as are legally designated for the main line of, or occupied by, an elevated or underground railway, in actual operation, and except such as are contained in public parks, or occupied by buildings belonging to such county, or to this State, or to the United States, and except that portion of the city of Buffalo lying between Michigan and Main streets, and to provide for the connection or junction with any other railway or bridge, provided that the consent of the owners of one-half in value of the property bounded on, and the consent also of the local authorities having the control of that portion of a street or highway upon which it is proposed to construct or operate such railway or railways be first obtained, or in case the consent of such property owners cannot be obtained, that the determination of three commissioners, appointed by the general term of the supreme court in the district of the proposed construction, given after a due hearing of all parties interested and confirmed by the court, that such railway or railways ought to be constructed or operated, be taken in lieu of the consent of such property owners.

§ 5. The said commissioners having, by such public notice as they may deem most proper and effective, under such conditions and with such inducements as to them may seem most expedient, invited the submission of plans for the construction and operation of such railway or railways, the said commissioners shall meet at a place and upon a day, in such public notice named, not more than ninety days after their organization, and decide upon the plan or plans for the construction of such railway or railways with the necessary supports, turnouts, switches, sidings, connections, landing-places, stations, buildings, platforms, stairways, elevators, telegraph and signal devices, or other requisite appliances upon the route or routes, and in the locations determined by them.

§ 6. The said commissioners shall, within the like period of ninety days after their organization, fix and determine the time within which such railway or railways, or portions of the same, shall be constructed and ready for operation, together with the maximum rates to be paid

for transportation and conveyance over such railway or railways, and the hours during which special cars or trains shall be run at reduced rates of fares. The said commissioners shall also, within the like period of ninety days after their organization, fix and determine the amount of the capital stock of the company to be formed for the purpose of constructing, maintaining and operating such railway or railways, for public use in the conveyance of persons and property, the number of shares into which such capital stock shall be divided, and the per centage thereof to be paid in cash on subscribing for such shares.

§ 7. The said commissioners shall prepare appropriate articles of association for the company, in the last section mentioned, in which said articles of association shall be set forth and embodied as component parts thereof, the several conditions, requirements and particulars by said commissioners determined pursuant to sections four, five and six of this act, and which further shall provide for the release and forfeiture, to the supervisors of the county, of all rights and franchises acquired by such corporation in case such railway or railways shall not be completed within the time and upon the conditions therein provided; and the said commissioners shall, thereupon, and within one hundred and twenty days after their organization as aforesaid, cause a suitable book of subscription to the capital stock of such company to be opened, pursuant to due public notice, at a banking office in such county.

§ 8. Whenever the whole capital stock of such company, or an amount of such capital stock proportioned to the part of such railway or railways directed by said commissioners to be first constructed, shall have been subscribed by not less than twenty-five persons, and the fixed per centage of such subscriptions shall have been paid in cash, the said commissioners shall, by written or printed notice of ten days, served personally, or by mail, call a meeting of such subscribers for organization. At such meeting, or at any subsequent one to which the same may be adjourned, a majority in number and amount of said subscribers may elect persons, of a number to be theretofore determined by said commissioners, who shall be directors for one year of the corporation formed for the purpose of constructing and operating said railway or railways.

§ 9. Within ten days after the election of said directors, said commissioners shall deliver to said directors a certificate in duplicate, verified by the oath of three commissioners, before a justice of the supreme court, setting forth the said articles of association and the

organization of the company for the purposes in this act mentioned and provided for; and within five days after the reception by them of such certificate, three of the directors so elected shall make affidavit, in duplicate, that the full amount of stock has been subscribed in good faith, and the prescribed per centage paid in cash thereon, and that it is intended, in good faith, to construct, maintain and operate the railway or railways in such articles of association mentioned, and the said directors shall file said certificates and articles in the office of the secretary of State, and a duplicate of the same in the office of the clerk of the county wherein such railway or railways shall be located, and thereupon the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association, and shall possess the powers and privileges granted to corporations, and be subject to the duties and restrictions of corporations. A copy of such certificate and affidavit, certified to be a copy by the secretary of this State, or his deputy, shall be presumptive evidence of the incorporation of such company and of the facts therein stated.

§ 10. Said directors shall be chosen annually, by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places. In the election of directors, each stockholder shall be entitled to one vote for each share of stock held by him. Vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation. Every corporation formed under this act shall be subject to the regulations concerning the election of directors of moneyed corporations, contained in article second of the second title of the eighteenth chapter of the first part of the Revised Statutes. The inspectors of the first election of directors shall be appointed by the commissioners. No person shall be a director unless he shall be a stockholder owning stock absolutely in his own right, and qualified to vote for directors at the election at which he shall be chosen. At every election of directors the books and papers of such company shall be exhibited to the meeting, provided a majority of the stockholders present shall require it. The directors shall appoint one of their number president; they may also appoint a treasurer and secretary, and such other officers and agents as shall be prescribed by the by-laws.

§ 11. The directors may require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed,



in such manner and in such installments as they may deem proper. If any stockholder shall neglect to pay any installment as required by a resolution of the board of directors, the said board shall be authorized to declare his stock, and all previous payments thereon, forfeited for the use of the company; but they shall not declare it so forfeited until they shall have caused a notice in writing to be served on him personally, or by depositing the same in the post-office, postage prepaid, properly directed to him at the post-office nearest his usual place of residence, stating that he is required to make such payment at the time and place specified in said notice; and that if he fails to make the same, his stock, and all previous payments thereon, will be forfeited for the use of the company; which notice shall be served as aforesaid, at least sixty days previous to the day on which such payment is required to be made.

§ 12. Each stockholder of any company formed under this act shall be individually liable to the creditors of such company, to an amount equal to the amount unpaid on the stock held by him, for all the debts and liabilities of such company, until the whole amount of the capital stock so held by him shall have been paid to the company, and all the stockholders of any such company shall be jointly and severally liable for the debts due or owing to any of its laborers and servants, other than contractors, for personal services for thirty days' service performed for such company, but shall not be liable to an action therefor before an execution shall be returned unsatisfied in whole or in part against the corporation, and the amount due on such executions shall be the amount recoverable, with costs against such stockholders; before such laborer or servant shall charge such stockholder for such thirty days' service, he shall give him notice in writing within twenty days after the performance of such service, that he intends so to hold him liable, and shall commence such action therefor within thirty days after the return of such execution unsatisfied, as above mentioned; and every such stockholder against whom any such recovery by such laborer or servant shall have been had, shall have a right to recover the same of the other stockholders in said corporation, in ratable proportion to the amount of the stock they shall respectively hold with himself.

§ 13. The stock of every company formed under this act shall be deemed personal estate, and shall be transferable in the manner prescribed by the by-laws of the company, but no share shall be transferable until all previous calls thereon shall have been fully paid in.

\*So in the original.

§ 14. In case the capital stock of any company formed under this act is found to be insufficient for constructing and operating its road, such company may, with the concurrence of two-thirds in amount of all its stockholders, increase its capital stock from time to time to any amount required for the purposes aforesaid. Such increase must be sanctioned by a vote in person, or by proxy, of two-thirds in amount of all the stockholders of the company, at a meeting of such stockholders, called by the directors of the company for that purpose, by a notice in writing to each stockholder, to be served on him personally, or by depositing the same, properly folded and directed to him at the post-office nearest his usual place of residence, in the post-office, postage prepaid, at least twenty days prior to such meeting. Such notice must state the time and place of the meeting, and its object, and the amount to which it is proposed to increase the capital stock. The proceedings of such meeting must be entered on the minutes of the proceedings of the company, and thereupon the capital stock of the company may be increased to the amount sanctioned by a vote of two-thirds in amount of all the stockholders of the company as aforesaid.

§ 15. No person holding stock in any such company, as executor, administrator, guardian or trustee, and no person holding such stock as collateral security shall be personally subject to any liability as stockholder of such company; but the person pledging such stock shall be considered as holding the same, and shall be liable as a stockholder accordingly; and the estates and funds in the hands of such executor, administrator, guardian or trustee, shall be liable in like manner, and to the same extent, as the testator or intestate or the ward or person interested in such trust fund would have been if he had been living and competent to act, and held the same stock in his own name.

§ 16. As often as any contractor for the construction of any part of a railroad, which is in progress of construction, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; and said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor. Such notice shall be given by said laborer to said company within twenty days after the performance of the number of days' labor for which the claim is made. Such notice shall be in writing, and shall state the amount and number of days' labor, and

the time when the same was performed for which the claim is made, and the name of the contractor from whom due, and shall be signed by such laborer or his attorney; and shall be served on an engineer, agent or superintendent employed by such company having charge of the section of the road on which such labor was performed personally, or by leaving the same at the office or usual place of business of such engineer, agent or superintendent with some person of suitable age. But no action shall be maintained against any company under the provisions of this section, unless the same is commenced within thirty days after notice is given to the company by such laborer as above provided.

§ 17. Every such corporation shall have the right to acquire and hold such real estate, or interest therein, as may be necessary to enable them to construct, maintain and operate the said railway or railways, and such as may be necessary for stations, depots, engine-houses, car-houses and machine shops; and, in case any such corporation cannot agree with the owner or owners of any such real estate, or of any interest therein, it shall have the right to acquire title to the same in the manner and by the special proceedings prescribed in this act.

§ 18. For the purpose of acquiring such title, the said company may present a petition praying for the appointment of commissioners of appraisal to the supreme court, at any general or special term thereof, held in the judicial district in which the real estate described in the petition is situated. Such petition shall be signed and verified according to the rules and practice of such court. It must contain a description of the real estate which the company seeks to acquire; and it must, in effect, state that the company is duly incorporated, and that it is the intention of the company, in good faith, to construct and finish a railroad from and to the places named for that purpose in its articles of association; that the whole capital stock of the company has been in good faith subscribed as required by this act; that the land described in the petition is required for the purpose of constructing or operating the proposed road; and that the company has not been able to acquire title thereto, and the reason of such inability. The petition must also state the names and places of residence of the parties, so far as the same can, by reasonable diligence, be ascertained, who own or have, or claim to own or have, estates or interests in the said real estate; and, if any such persons are infants, their ages as near as may be, must be stated; and if any of such persons are idiots or persons of unsound mind, or are unknown, that fact must be stated, together with such other allegations and statements of liens or

incumbrances on said real estate as the company may see fit to make. A copy of such petition, with a notice of the time and place the same will be presented to the supreme court, must be served on all persons whose interests are to be affected by the proceedings, at least ten days prior to the presentation of the same to the said court.

§ 19. On presenting such petition to the supreme court as aforesaid, with proof of service of a copy thereof, and notice as aforesaid, all persons whose estates or interests are to be affected by the proceedings, may show cause against granting the prayer of the petition, and may disprove any of the facts alleged in it. The court shall hear the proofs and allegations of the parties, and if no sufficient cause is shown against granting the prayer of the petition, it shall make an order for the appointment of five disinterested and competent persons, who reside in the county where the premises to be appraised are situated, commissioners to ascertain and appraise the compensation to be made to the owners or persons interested in the real estate proposed to be taken in such county for the purposes of the company, and to fix the time and place for the first meeting of such commissioners.

§ 20. The commissioners shall take and subscribe the oath prescribed by the twelfth article of the Constitution. Any one of them may issue subpoenas, administer oaths to witnesses, and any three of them may adjourn the proceedings before them from time to time in their discretion. Whenever they meet, except by the appointment of the court, or pursuant to adjournment, they shall cause reasonable notice of such meetings to be given to the parties who are to be affected by their proceedings, or their attorney or agent. They shall view the premises described in the petition, and hear the proofs and allegations of the parties, and reduce the testimony, if any is taken by them, to writing; and after the testimony is closed in each case, and without any unnecessary delay, and before proceeding to the examination of any other claim, a majority of them, all being present and acting, shall ascertain and determine the compensation which ought justly to be made by the company to the party or parties owning or interested in the real estate appraised by them; and in determining the amount of such compensation, they shall not make an allowance or deduction on account of any real or supposed benefits which the party in interest may derive from the construction of the proposed railroad. They, or a majority of them, shall also determine and certify what sum ought to be paid to a general or special guardian or committee of an infant, idiot, or person of unsound mind, or to an attorney appointed by the court to attend to the interest of any unknown owner or party in



interest not personally served with notice of the proceedings, and who has not appeared, for costs, expenses and counsel fees. They shall make a report to the supreme court, signed by them or a majority of them, of the proceedings before them, with the minutes of the testimony taken by them, if any. Said commissioners shall be entitled to three dollars for their expenses and services for each day they are engaged in the performance of their duties, to be paid by the company.

§ 21. On such report being made by said commissioners, the company shall give notice to the parties, or their attorneys, to be affected by the proceedings, according to the rules and practice of said court, at a general or special term thereof, for the confirmation of such report; and the court shall thereupon confirm such report, and shall make an order containing a recital of the substance of the proceedings in the matter of the appraisal, and a description of the real estate appraised for which compensation is to be made; and shall also direct to whom the money is to be paid, or in what bank, and in what manner it shall be deposited by the company.

§ 22. A certified copy of the order so to be made, as aforesaid, shall be recorded at full length in the clerk's office of the county in which the land described in it is situated; and thereupon, and on the payment or deposit by the company of the sums to be paid as compensation for the land, and for costs, expenses, and counsel fees as aforesaid, and as directed by said order, with interest from the date thereof, the company shall be entitled to enter upon, take possession of and use the said land for the purpose of its incorporation, during the continuance of its corporate existence, by virtue of this or any other act; and all persons who have been made parties to the proceedings shall be divested and barred of all right, estate, and interest in such real estate, during the corporate existence of the company as aforesaid. If the company shall neglect to have such order recorded, and to make the payment or deposit as herein provided, for the period of ten days after the date of such order, any party to such proceedings and interested therein may, at his election, cause a certified copy of the said order to be recorded as aforesaid, and thereupon the moneys therein directed to be paid with interest thereon, from the date of said order, shall be a debt against the company, and the same shall be a lien on such real estate, and may be enforced and collected by action at law or in equity in the supreme court, with costs. All real estate acquired by any company under and pursuant to the provisions of this act, for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation

of the report of the commissioners, as provided for in the twenty-first section of this act, either party may appeal, by notice in writing to the other, to the supreme court, from the appraisal and report of the commissioners. Such appeal shall be heard by the supreme court at any general or special term thereof, on such notice thereof being given according to the rules and practice of said court. On the hearing of such appeal, the court may direct a new appraisal, before the same or new commissioners, in its discretion; the second report shall be final and conclusive on all the parties interested. If the amount of the compensation to be made by the company is increased by the second report, the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct; and if the amount is diminished, the difference shall be refunded to the company by the party to whom the same may have been paid; and judgment therefor may be rendered by the court, on the filing of the second report, against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised; and when the same is made by others than the company it shall not be heard, except on a stipulation of the party appealing not to disturb such possession.

§ 23. If there are adverse and conflicting claimants to the money, or any part of it, to be paid as compensation for the real estate taken, the court may direct the money to be paid into said court by the company, and may determine who is entitled to the same, and direct to whom the same shall be paid; and may, in its discretion, order a reference to ascertain the facts on which such determination and order are to be made. The court shall appoint some competent attorney to appear for, and protect the rights of any party in interest who is unknown, or whose residence is unknown, and who has not appeared in the proceedings by an attorney or agent. The court shall also have power at any time to amend any defect or informality in any of the special proceedings authorized by this act, as may be necessary; or to cause new parties to be added, and to direct such further notices to be given to any party in interest, as it deems proper; and also to appoint others commissioners in place of any who shall die, or refuse, or neglect to serve, or be incapable of serving.

§ 24. If, at any time after an attempt to acquire title by appraisal of damages or otherwise, it shall be found that the title thereby attempted to be acquired is defective, the company may proceed anew to acquire or perfect such title, in the same manner as if no appraisal

had been made; and at any stage of such new proceedings, the court may authorize the corporation, if in possession, to continue in possession, and if not in possession, to take possession, and use such real estate during the pendency and until the final conclusion of such new proceedings; and may stay all actions or proceedings against the company on account thereof, on such company paying into court a sufficient sum, or giving security, as the court may direct, to pay the compensation therefor when finally ascertained; and in every such case the party interested in such real estate may conduct the proceedings to a conclusion, if the company delays or omits to prosecute the same.

§ 25. In case any title or interest in real estate required by any company formed under this act, for the purpose of its incorporation, shall be vested in any trustee not authorized to sell, release and convey the same, or in any infant, idiot, or person of unsound mind, the supreme court shall have power, by a summary proceeding on petition, to authorize and empower such trustee, or the general guardian or committee of such infant, idiot, or person of unsound mind, to sell and convey the same to such company, for the purposes of its incorporation, on such terms as may be just; and in case any such infant, idiot, or person of unsound mind, has no general guardian or committee, the said court may appoint a special guardian or committee for the purpose of making such sale, release or conveyance, and may require such security from such general or special guardian or committee as said court may deem proper. But before any conveyance or release authorized by this section shall be executed, the terms on which the same is to be executed, shall be reported to the court, on oath; and if the court is satisfied that such terms are just to the party interested in such real estate, the court shall confirm the report, and direct the proper conveyance or release to be executed, which shall have the same effect as if executed by an owner of said land having legal power to sell and convey the same.

§ 26. Every corporation formed under this act shall have power:

1. To take and hold such voluntary grants of real estate and other property as shall be made to it, to aid in the construction, maintenance and accommodation of its railroad; but the real estate received by voluntary grant shall be held and used for the purposes of such grant only.

2. To purchase, hold and use all such real estate and other property as may be necessary for the construction and maintenance of its railroad, and the stations and other accommodations necessary to

accomplish the objects of its incorporation ; but nothing herein contained shall be held as repealing, or in any way affecting the act entitled "An act authorizing the construction of railroads upon Indian lands," passed May twelve, eighteen hundred and thirty-six.

3. To cross, intersect, join and unite its railroad with any other railroad before constructed at any point on its route, and upon the grounds of such other railroad company, with the necessary turnouts, sidings and switches, and other conveniences in furtherance of the objects of its connections. And every company whose railroad is or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant the facilities aforesaid ; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by commissioners to be appointed by the court, as is provided in this act in respect to acquiring title to real estate.

4. To take and convey persons and property on their railroad by the power or force of steam, or by any motor other than animal power, and to receive compensation therefor.

5. To enter upon and underneath the several streets, avenues, public places and lands designated by the said commissioners, and enter into and upon the soil of the same ; to construct, maintain, operate and use in accordance with the plan adopted by said commissioners, a railway or railways upon the route or routes and to the points decided upon, and to secure the necessary foundations and erect the columns, piers and other structures which may be required to secure safety and stability in the construction and maintenance of the railways constructed upon the plan adopted by the said commissioners and for operating the same ; excepting that nothing in this act shall authorize the construction of a railway crossing the track of any steam railway now in actual operation at the grade thereof, or the erection of piers or supports for any elevated railway upon a railway track now actually in use in any street or avenue ; and it shall be lawful to make such excavations and openings along the route through which such railway or railways shall be constructed as shall be necessary from time to time ; in all cases the surface of said streets around such foundations, piers and columns shall be restored to the condition in which they were before such excavations were made, as near as may be, and shall avoid any interference with or change in the water-mains, or in the sewers or lamp-posts, except such changes as may be made with



the concurrence of the proper department or authority; and in all cases the use of the streets, avenues, places and lands designated by the said commissioner, and the right of way through the same, for the purpose of a railway or railways, as herein authorized and provided, shall be considered, and is hereby declared, to be a public use, consistent with the uses for which the roads, streets, avenues and public places are publicly held; but no such corporation shall have the right to acquire the use or occupancy of public parks or squares in such county, or the use or occupancy of any of the streets or avenues, except such as may have been designated for the route or routes of such railway, and except such temporary privileges as the proper authorities may grant to such corporations to facilitate such construction.

6. From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railroad, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the company for the purposes aforesaid; and the directors of the company may confer on any holder of any bond issued for money borrowed as aforesaid, the right to convert the principal due or owing thereon into stock of said company, at any time not exceeding ten years from the date of the bond, under such regulations as the directors may see fit to adopt.

§ 27. Every conductor, baggage-master, engineer, brakeman or other servant of any railroad corporation employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed. No conductor or collector, without such badge, shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge, shall have authority to meddle or interfere with any passenger, his baggage or property.

§ 28. Any such corporation shall, when applied to by the postmaster-general, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed, manner and condition of carrying the same, it shall be lawful for the governor of this State to appoint three commissioners, who, or a majority of them, after fifteen days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms

and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains, than the amount which such corporation would receive as freight on a like weight of merchandise transported in their merchandise trains, and a fair compensation for the post-office car. And in case the postmaster-general shall require the mail to be carried at other hours, or at a higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses and wear and tear thereof, and for the service, to be fixed as aforesaid.

§ 29. If any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling-house, as the conductor shall elect, on stopping the train.

§ 30. Every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property, as shall, within a reasonable time previous thereto, be offered for transportation at the place of starting and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freight for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of the freight or fare legally authorized therefor; and shall be liable to the party aggrieved, in an action for damages, for any neglect or refusal in the premises.

§ 31. If any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor.

§ 32. If any person or persons shall willfully do, or cause to be done, any acts or act whatever, whereby any building, construction or work of any railroad corporation, or any engine, machine or structure, or any matter or thing appertaining to the same, shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons so offending shall be guilty of a misdemeanor, and shall forfeit and pay to the said corporation treble the amount of damages sustained by means of such offense.

§ 33. All penalties imposed by this act may be sued for in the name of the people of the State of New York; and if such penalty be for a sum not exceeding one hundred dollars, then such suit may be brought

before a justice of the peace, and may be commenced by serving a summons on any director of such company.

§ 34. The Legislature may, at any time, annul or dissolve any incorporation formed under this act; but such dissolution shall not take away or impair any remedy given against any such corporation, its stockholders or officers for any liability which shall have been previously incurred.

§ 35. Whenever the route selected by the said commissioners for the construction of said railway shall intersect, cross or coincide with any horse railway track occupying the surface of said streets or avenues, the said railway corporation is hereby authorized to remove, for the purpose of constructing the said work, the tracks of said horse railways; but the same shall be done in such manner as to interfere as little as possible with their practical operation or working, and upon the construction of said railway, where such removals or changes have been made, the same shall be restored, as near as may be, to the condition in which they were previous to the construction of said railroad. All such removals and restorations shall be made at the proper cost and charges of the said corporation. Nothing contained in this act shall authorize any corporation formed thereunder to use the tracks of any horse railway.

§ 36. Whenever the route or routes determined upon by said commissioners coincide with the route or routes covered by the charter of an existing corporation formed for the purpose provided for by this act, provided that said corporation has not forfeited its charter or failed to comply with the provisions thereof, requiring the construction of a road or roads within the time prescribed by its charter, such corporation shall have the like power to construct and operate such railway or railways, upon fulfillment of the requirements and conditions imposed by said commissioners as a corporation specially formed under this act; and the said commissioners may fix and determine the route or routes by which any elevated steam railway or railways now in actual operation may connect with other steam railways or the depots thereof, or with steam ferries; upon fulfillment by such elevated steam railway company, so far as it relates to such connection, of such of the requirements and conditions imposed by said commissioners under section four of this act, as are necessary to be fulfilled in such cases, under section eighteen of article three of the Constitution of this State, and such connecting elevated railway shall in such case possess all the powers conferred by section twenty-six of this act; and when any connecting route or routes shall be so designated,

such elevated railway company may construct such connection, with all the rights, and with like effect as though the same had been a part of the original route of such railway.

§ 37. Within one month after such corporation shall have been formed and organized in the manner hereinbefore provided, the said commissioners shall transfer and deliver to the said corporation all plans, specifications, drawings, maps, books and papers in their possession. And the said commissioners shall, within the like period of one month after the organization of such corporation, cause to be paid to the treasurer thereof all money collected under the provisions of this act, after deducting therefrom the necessary expenses incurred by said commissioners and the amounts due or to accrue to them for their salaries.

§ 38. Each of said commissioners shall be paid for his services at the rate of ten dollars per day for each day of actual service as such commissioner, to be paid by such corporation; but if a sufficient amount of capital stock shall not be subscribed within one year after the appointment of such commissioners to authorize the formation of such corporation, the said commissioners shall receive no salary, and shall cause to be returned to the subscribers for said stock the amounts paid in by them, after deducting therefrom the necessary expenses incurred by said commissioners; provided, however, that the time, if any, unavoidably consumed by the pendency of legal proceedings shall not be deemed a part of any period or time limited in this act.

§ 39. A majority of the said commissioners shall be deemed and considered sufficient for the transaction of any business, or for the exercise of any of the duties, powers or functions hereby conferred or enjoined upon them. Any of said commissioners may be removed for cause at any time by the power appointing him, but no commissioner shall be removed without due notice and an opportunity of being heard in defense; and no commissioner thus removed shall be again appointed to the office of commissioner. In case of the death, resignation or removal from office of any of the said commissioners, the vacancy shall be filled, within thirty days from such death, resignation or removal, by the power appointing him, and a certificate of such appointment shall be filed as aforesaid. And the terms of office of the said commissioners shall determine and expire with the performance of their functions as herein prescribed.

§ 40. This act shall not be construed to repeal or in any manner to affect chapter one hundred and forty of the Laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad cor-



porations, and to regulate the same," or the several acts amendatory thereof or supplementary thereto. None of the provisions of this act shall apply to any railroad company organized under any general or special law of this State, for the purpose of constructing or operating a steam railroad upon the surface of the ground, nor to the operation or management of any such railroad heretofore constructed.

§ 41. It shall not be lawful for any company organized under the provisions of this act, or under any other act heretofore passed, to construct a steam railway upon St. Nicholas avenue, in the city of New York, or those streets or avenues in said city commonly known as boulevards, except to cross the same, under such regulations as shall be imposed by the commissioners provided for by this act, and every such company shall be bound by the restrictions and limitations, as to its route and as to its mode of construction, which shall be established by the commissioners appointed under the acts from which its powers were derived, as far as such restrictions and limitations are consistent with the provisions of this act. The provisions of this section shall not be deemed to apply to any existing horse street railway heretofore authorized to be constructed.

§ 42. This act shall take effect immediately.

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### Chap. 77.

AN ACT to amend chapter one hundred and forty of the Laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations and to regulate the same."

PASSED March 29, 1876.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section twenty-third of the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows:

§ 23. The directors of every company formed under this act may, by a vote of two-thirds of their whole number, at any time alter or change the route or any part of the route of their road, or its termini, or locate the said route or any part thereof or its termini in a county adjoining any county named in the articles of association, if it shall appear to them that the line can be improved thereby; and they shall

make and file in the clerk's office of the proper county a survey, map and certificate of such alteration or change, and shall have the same right and power to acquire title to any lands required for the purposes of the company in such altered or changed route as if the road had been located there in the first instance; and no such alteration shall be made in any city or village after the road shall have been constructed, unless the same is sanctioned by a vote of two-thirds of the common council of said city, or trustees of said village; and in case of any alteration made in the route of any railroad after the company has commenced grading, compensation shall be made to all persons for injury so done to any lands that may have been donated to the company. Nothing herein shall be construed to authorize the change of either terminus to any other county than one adjoining that in which it was previously located, nor the reduction of the amount of capital stock per mile below that now required by law. All the provisions of this act relating to the first location, and to acquire title to land, shall apply to every such new or altered portion of the route. Nor shall the provision of this section authorize the alteration of the route or terminus of any railroad in any town, county or municipal corporation which has issued bonds, or any town which may be bonded, but whose bonds have not yet been issued or subscribed for, and taken any stock or bonds in aid of the construction of such railroad without the consent in writing of, and subscribed by a majority of the taxpayers appearing upon the last assessment roll of said town, county or municipal corporation.

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### Chap. 198.

AN ACT to amend chapter one hundred and forty of the Laws of eighteen hundred and fifty, entitled "An act to authorize the formation of railroad corporations and to regulate the same.

PASSED May 3, 1876; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Section eighteen of an act to amend an act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended so as to read as follows

§ 18. A certified copy of the order so to be made as aforesaid shall be recorded at full length in the clerk's office of the county in which the land described in it is situated, and thereupon and on the payment or deposit by the company, of the sums to be paid as compensation for the land, and for costs, expenses and counsel fees as aforesaid, and as directed by said order, with interest from the date thereof, the company shall be entitled to enter upon, take possession of and use the said land for the purposes of its corporation, during the continuance of its corporate existence, by virtue of this or any other act; and all persons who have been made parties to the proceedings shall be divested and barred of all right, estate and interest in such real estate during the corporate existence of the company as aforesaid. If the company shall neglect to have such order recorded and to make the payment or deposit as herein provided, for the period of ten days after the date of such order, any party to such proceedings and interested therein may, at his election, cause a certified copy of the said order to be recorded as aforesaid, and thereupon the moneys therein directed to be paid with interest thereon from the date of said order, shall be a debt against the company, and the same shall be a lien on such real estate and may be enforced and collected by action at law or in equity in the Supreme Court with costs, except nevertheless, the company may abandon such proceedings by filing within thirty days, after notice in writing, of such recorded order, in the office of such clerk, a notice of its determination to do so, and paying the reasonable costs and expenses of such party to be ascertained and adjusted, on motion by the court making such order. But, in case of such abandonment, the company shall not renew proceedings to acquire title to such lands without a tender or deposit in court of the amount of said award and the interest thereon. All real estate acquired by any company under and pursuant to the provisions of this act, for the purposes of its incorporation, shall be deemed to be acquired for public use. Within twenty days after the confirmation of the report of the commissioners, as provided for in the seventeenth section of this act, either party may appeal, by notice in writing to the other, to the Supreme Court, from the appraisal and report of the commissioners. Such appeal shall be heard by the Supreme Court at any general or special term thereof, on such notice thereof being given according to the rules and practice of said court. On the hearing of such appeal the court may direct a new appraisal, before the same or new commissioners in its discretion; the second report shall be final and conclusive on all the parties interested. If the amount of the compensation to be paid by the com-

pany is increased by the second report the difference shall be a lien on the land appraised, and shall be paid by the company to the parties entitled to the same, or shall be deposited in the bank, as the court shall direct; and if the amount is diminished the difference shall be refunded to the company by the party to whom the same may have been paid, and judgment therefor may be rendered by the court on the filing of the second report, against the party liable to pay the same. Such appeal shall not affect the possession by such company of the land appraised, and when the same is made by others than the company, it shall not be heard, except on a stipulation of the party appealing not to disturb such possession.

§ 2. Whenever any land required by a railroad company for the purposes of its road, is contained in, or form a part of any street or avenue in any city or village in which the owners of adjoining lands on the line of such street or avenue claims a right of property or the fee thereof, in such case the notice to be given of the application for the appointment of commissioners under the special proceedings under the act to acquire title to such land, as well as the notice of hearing before such commissioners, shall be served by the publication of the said notice twice each week, for three weeks, in at least two newspapers published in the county in which such city or village is located, to be designated by the court to which the said application is to be made.

§ 3. This act shall take effect immediately.

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### Chap. 446.

AN ACT to amend chapter four hundred and thirty of the laws of eighteen hundred and seventy-four, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases."

PASSED June 2, 1876.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. The first section of chapter four hundred and thirty of laws of eighteen hundred and seventy-four, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases," is hereby amended so as to read as follows:



§ 1. In case the railroad and property connected therewith, and the rights, privileges and franchises of any corporation, except a street railroad company, created under the general railroad law of this State, or existing under any special or general act of the Legislature thereof, shall be sold under or pursuant to the judgment or decree of any court of competent jurisdiction made or given to execute the provisions or enforce the lien of any deed or deeds of trust, or mortgage theretofore executed by any such company, the purchasers of such railroad property and franchises, and such persons as they may associate with themselves, their grantees or assigns or a majority of them, may become a body politic and corporate, and as such may take, hold and possess the title and property included in said sale, and shall have all the franchises, rights, powers, privileges and immunities which were possessed before such sale by the corporation whose property shall have been sold as aforesaid, by and upon filing in the office of the Secretary of State, a certificate, duly executed under their hands and seals and acknowledged before an officer authorized to take the acknowledgment of deeds, in which certificate the said persons shall describe by name and reference to the act or acts of the Legislature of this State under which it was organized, the corporation whose property and franchises they shall have acquired as aforesaid, and also the court by authority of which such sale shall have been made, giving the date of the judgment or decree thereof, authorizing or directing the same, together with a brief description of the property sold, and shall also set forth the following particulars:

1. The name of the new corporation intended to be formed by the filing of such certificate.

2. The maximum amount of its capital stock and the number of shares into which the same is to be divided, specifying how much of the same shall be common, and how much preferred stock, and the classes thereof, and the rights pertaining to each class.

3. The number of directors by whom the affairs of the said new corporation are to be managed, and the names and residences of the persons selected to act as directors for the first year after its organization.

4. Any plan or agreement which may have been entered into pursuant to the second section hereof.

And upon the due execution of such certificate, and the filing of the same in the office of the Secretary of State, the persons executing such certificate, and who shall have acquired the title to the property and franchises sold as aforesaid, their associates, successors and

assigns, shall become and be a body politic and corporate, by the name specified in such certificate, and shall become and be vested with, and entitled to exercise and enjoy all the rights, privileges and franchises, which at the time of such sale belonged to or were vested in the corporation, which last owned the property so sold, or its receiver, and shall be subject to all the provisions, duties and liabilities imposed by the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, and of the acts amendatory thereof, except so far as said provisions, duties and liabilities may be inconsistent herewith, and with the last named rights, privileges or franchises; and a copy of the said certificate, certified by the Secretary of State or his deputy, shall be presumptive evidence of the due formation of the new corporation therein mentioned, provided always that a majority of said persons shall be citizens and residents of this State. In the certificate so to be filed shall be inserted the whole of the plan or agreement in the next section referred to. And such plan, agreement and articles may regulate voting by and on the part of the holders of the preferred and common stock of said company, and may also allow, provide for and regulate voting at and in said meetings, and also for directors, by and on the part of the holders and owners of any or all of the bonds of the company foreclosed, or of the bonds issued or to be issued and payable by the new company, pursuant to any such plan, agreement or articles; such right of voting by bondholders to be in such manner, for such period or periods, and upon such conditions as said articles may authorize and declare; but such articles shall contain suitable provisions for such bondholders voting by proxy. Said articles shall not be inconsistent with the Constitution or laws of this State, and shall be binding upon the company until changed as therein provided for, or until otherwise provided by law.

§ 2. The second section of the said act is hereby amended so as to read as follows:

§ 2. In case the persons organizing or whose duty it may be to organize the new corporation to be formed as provided in the first section of this act, shall have acquired title to the railroad property and franchises which may have been sold as in said section mentioned, pursuant to any plan or agreement for or in anticipation of the readjustment of the respective interests therein of the mortgage creditors and stockholders of the company owning, or which last owned, such property and franchises at the time of any such sale, and for the

representation of such interests of creditors and stockholders in the bonds or stock of the new corporation to be formed, as provided for in said section, the said new corporation shall be authorized and shall have the power to issue its bonds and stock in conformity with the provisions of such plan or agreement; and the said new corporation may, at any time within six months after its organization, compromise, settle or assume the payment of any debt, claim or liability of the former company, upon such terms as may be lawfully approved by a majority of the agents or trustees intrusted with the carrying out of the plan or agreement of reorganization aforesaid; and for the purposes of such plans and of such settlements, the said new corporation may and shall be authorized to establish preferences in respect to the payment of dividends in favor of any portion of its said capital stock, and to divide its said stock into classes; provided, nevertheless, that nothing herein contained shall be held to authorize the issue of capital stock by the said new company to an aggregate amount exceeding the maximum amount of such stock mentioned in the certificate of incorporation.

1. And it shall be lawful for the Supreme Court to direct a sale of the whole of the property, rights and franchises covered by the mortgage or mortgages, or deeds of trust foreclosed at any one time and place to be named in the judgment or order, either in the case of the non-payment of interest only, or of both the principal and interest due and unpaid and secured by any mortgage or mortgages or deeds aforesaid.

2. Neither the said sale nor the formation of such corporation shall interfere with the authority or possession of any receiver of the property and franchises aforesaid, but he shall remain liable to be removed or discharged at such time as the court may deem proper.

3. No suit or proceeding shall be commenced against said receiver (unless founded on willful misconduct or fraud in his trust), except such as shall be commenced before the expiration of sixty days from the time of the discharge of such receiver; but it is further provided, that after the expiration of said sixty days, the corporation that shall own or operate said railroad, shall be liable in any action that may be commenced against such company, and founded on any act or omission of such receiver (for which he may not as aforesaid be sued), and to the same extent as said receiver, but for this act, would be or remain liable, or to the same extent that such corporation would be, had it done or omitted the acts complained of against such receiver.

§ 3. This act shall take effect immediately.

## Chap. 103.

AN ACT to facilitate the construction of narrow gauge railroad, and to amend chapter five hundred and sixty of the laws of eighteen hundred and seventy-one, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty."

PASSED April 6, 1877.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Section five of chapter five hundred and sixty of the laws of eighteen hundred and seventy-one, entitled "An act to amend an act entitled, 'An act to authorize the formation of railroad corporations and to regulate the same,' passed April second, eighteen hundred and fifty," is hereby amended so as to read as follows :

§ 5. Corporations may be formed under the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, for the purpose of constructing and operating railroads for public use in transporting persons and property, of the gauge of three feet and six inches or less, but not less than thirty inches within the rails, whenever capital stock of said corporation to the amount of one thousand dollars for every mile of such railroad proposed to be constructed and operated has been in good faith subscribed; and whenever one thousand dollars or more for every mile of such railroad proposed to be constructed shall be in like manner subscribed, and ten per cent. thereon in good faith actually paid in cash to the directors named in the articles of association, and an affidavit made by at least three of said directors, and indorsed on or annexed to said articles, that the amount of stock hereby required has been so subscribed, as aforesaid, and ten per cent thereon paid, as aforesaid, and that it is intended in good faith to construct and operate such railroad, then said articles, with such affidavit, may be filed and recorded in the office of the secretary of state, provided said articles contain all the other facts required by law to be stated in articles of association made for organizing railroad corporations under said act, entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty, except that the amount of the capital stock of the company, stated in said articles, shall be not less than four thousand dollars for every mile of



road constructed, or proposed to be constructed, and all of the provisions of said last-mentioned act shall apply to corporations formed for the construction and operating of railroads of the gauge hereinabove mentioned, except as herein provided or otherwise provided by law.

§ 2. Section sixth of said act is hereby amended so as to read as follows :

§ 6. Any railroad company duly organized according to law, when the gauge of its proposed railroad shall be three feet and six inches or less, but not less than thirty inches within the rails, may whenever two-thirds of the capital stock thereof has been in good faith subscribed and ten per cent thereon paid in good faith, in cash, apply to the supreme court, in the manner provided by law, for the appointment of commissioners, and all subsequent proceedings may be had to obtain the title of lands necessary for the construction and maintenance and operating said railroad, to the same extent and in the same manner as if the whole amount of the capital stock specified in its articles of association was in like manner subscribed, and ten percent thereof in like manner paid in cash, and may lay upon such road iron of a weight not less than forty pounds to the lineal yard. Such railroad company may charge and receive when its road is not more than twenty-five miles in length not exceeding five cents per mile ; when its road is more than twenty-five and not more than forty miles in length not exceeding four cents per mile, and when its road is more than forty miles in length not exceeding three cents per mile, for each passenger and his ordinary baggage transported on said road, provided that nothing relating to fares in this section shall apply to railroad companies now incorporated or to any railroad now in operation, or to any railroad or part thereof located or to be located in the county of Kings or within the limits of any incorporated city.

§ 3. This act shall take effect immediately.

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### Chap. 167.

AN ACT in relation to the indictment and punishment of criminal offenses committed on railroads within the state.

PASSED April 20, 1877 ; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. When any crime or offense shall have been committed within this state, on, in or on board of any railroad train or railroad

car making any passage or trip on or over any railroad in this state, or in respect to any portion of the lading or freight of any such railroad train or railroad car, an indictment for the same may be found in any county through which, or any part of which, such railroad train or railroad car shall pass, or shall have passed, in the course of the same passage or trip, or in any county where such passage or trip shall terminate, or would terminate if completed; and such indictment may be tried and a conviction thereon had, and all other proceedings to bring the offender to punishment may be had, in any such county, in the same manner and with the like effect as in the county where the offense or crime was committed.

§ 2. This act shall take effect immediately.

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### Chap. 224.

AN ACT to amend chapter two hundred and thirty-seven of the laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled an act to authorize the formation of railroad corporations, and to regulate the same, passed April second, eighteen hundred and fifty," passed April seventeenth, eighteen hundred and sixty-nine.

PASSED May 3, 1877; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Chapter two hundred and thirty-seven of the laws of eighteen hundred and sixty-nine, is hereby amended so as to read as follows:

§ 1. Section twenty-one of the act entitled "An act to authorize the formation of railroad corporations, and to regulate the same," passed April second, eighteen hundred and fifty, is hereby amended by adding thereto the following: "And if at any time after the construction of any railroad operated by steam by any company now existing, or that may hereafter be created, such company, or any company owning, operating or leasing such railroad, or any mortgagee or mortgagees in possession of such railroad, or person or persons appointed by any court of competent authority as receiver or receivers of any such railroad and in the possession of and operating the same, shall require, for the purposes of its incorporation, or for the purpose of running or operating any railroad so owned, leased

or possessed as aforesaid, any real estate in addition to what has been already acquired for the purposes of such railroad, or shall require any further right to lands, or the use of lands, for switches, turnouts or for the flow of water occasioned by railroad embankments or structures now in use, or hereafter rendered necessary, or for any other purpose necessary to the operation of such railroad; or any right to take and convey water from any spring, pond, creek or river to such railroad, for the uses and purposes thereof, together with the right to build or lay aqueducts, or pipes for the purpose of conveying such water, and to take up, relay and repair the same; or any right of way required for carrying away or diverting any waters, streams or floods from such railroad, for the purpose of protecting the same, or for the purpose of preventing any embankment, excavation or structure of such railroad from injuring or damaging the property of any person or parties who may be rendered liable to injury by reason of such embankment, excavation or structure, as the same may have been constructed previous to such time, or may then exist; such company, or mortgagee or mortgagees, person or persons in possession as aforesaid, may acquire such additional real estate, or any property or real estate which they now use or occupy, or right of way or other rights hereinbefore specified, by purchasing the same of the person or parties owning the same or interested therein, or to be affected thereby, and by paying to such parties such damages as they may sustain by reason thereof, if the amount of such compensation or damages can be agreed upon between such company, or mortgagee or mortgagees, person or persons in possession, and such owner or owners or parties interested in such additional real estate; and if such company, or mortgagee or mortgagees, person or persons in possession shall, for any cause, be unable to agree for the purchase of such real estate or right of way, or other rights, or shall be unable to agree upon the sum which shall be paid to such persons or parties in satisfaction of the damages they may sustain, or if the title to any such real estate or right of way, or other rights already acquired or attempted to be acquired, shall, for any cause, prove defective or imperfect, then, and in every such case, such company, or mortgagee or mortgagees, person or persons in possession of and operating as aforesaid any such railroad, may proceed to acquire or perfect title to such real estate or right of way, or other rights, and to ascertain and appraise such damages in the manner and by the proceedings hereinbefore in this act prescribed. Nothing in this act contained shall authorize the taking of any waters that shall at the time of such taking be commonly used for domestic, agricultural or manufacturing

purposes to such an extent as to injuriously interfere with such use in the future." Provided that the mortgagee or mortgagees, receiver or receivers, in possession of any railroad as aforesaid, before commencing proceedings to ascertain and appraise damages under the provisions of this act, shall present a petition to the court under whose authority they are acting, or to any court of competent authority, for permission to commence such proceedings, which petition shall set forth that such real estate, right of way, or other rights as aforesaid described in said petition, are necessary for the operation of said railroad, or for the protection of the property in their possession; and a copy of which petition, with a notice of the time and place the same will be presented to said court, must be served on all persons whose interests are to be affected by the proceedings at least ten days prior to the presentation of the same to said court, and no proceedings to ascertain and appraise damages as aforesaid shall be taken by said mortgagee or mortgagees, receiver or receivers as aforesaid unless they shall be duly authorized by order of said court.

§ 2. This act shall take effect immediately.

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### Chap. 261.

### AN ACT to punish trespassing on railroads.

PASSED May 10, 1877.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

SECTION 1. Any person who shall willfully place any obstruction upon any railroad or loosen, tear up or remove any part of a railroad, or displace, tamper or in any way interfere with any switches, frogs, rail, track, or other part of any railroad so as to endanger the safety of any train, or who shall willfully throw any stone or other missile at any train on any railroad, shall, upon conviction thereof, be punished by imprisonment in a state prison not exceeding ten years, or by a fine not exceeding one thousand dollars, or by both such fine and imprisonment.

§ 2. This act shall take effect immediately.



## Chap. 344.

AN ACT to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of towns.

PASSED May 28, 1877; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Whenever any railroad corporation assessed in any town or road district for highway labor shall elect to commute therefor as provided by law, such corporation shall pay the commutation money to the commissioner or commissioners of highways of the town for the benefit of the road district or districts in such town in which the property of such corporation may be situated. And said commissioner or commissioners shall distribute said money to the overseers of highways of such road districts, to be applied and expended by such overseers in the improvement of the roads and bridges in their respective districts, as is now provided by law.

§ 2. This act shall not apply to incorporated villages which constitute a separate road district nor shall it have the effect to repeal or modify chapter sixty-six of the laws of eighteen hundred and seventy-two.

§ 3. This act shall take effect immediately.

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Chap. 349.

AN ACT to provide for the payment of bonds issued by municipal corporations under the provisions of chapter nine hundred and seven, laws of eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad corporations, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and the acts amendatory thereof.

PASSED May 28, 1877; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. It shall be the duty of the commissioners appointed under the provisions of chapter nine hundred and seven, laws of

eighteen hundred and sixty-nine, entitled "An act to amend an act entitled 'An act to authorize the formation of railroad companies, and to regulate the same,' passed April second, eighteen hundred and fifty, so as to permit municipal corporations to aid in the construction of railroads," and the acts amendatory thereof, to report annually the total amount of bonds issued undersaid chapter nine hundred and seven, laws of eighteen hundred and sixty-nine, and the acts amendatory thereof, by the town, city or village represented by such commissioners; the date and time when the principal of said bonds will become due, the rate and times of payment of interest thereon, the amount of such principal or interest paid, the amount of said principal or interest due and unpaid and to become due before the annual tax levy and collection of tax for the year next succeeding, and the amount in their hands applicable to the payment of the principal of said bonds or the interest thereon.

§ 2. Such report shall be in writing, signed by the said commissioners, or a majority of them, and there shall be affixed to said report an affidavit of at least one of the commissioners that such report is in all respects true and correct. The commissioners shall deliver said report to the board of supervisors of the county within three days after the commencement of the annual meeting of said board of supervisors.

§ 3. It shall be the duty of the board of supervisors, at the annual meeting, when such report is received, to cause to be levied and raised by tax on the taxable property of said town, city or village, the amount necessary to pay the principal and interest due and to become due at any time prior to the annual tax levy and collection of tax for the year then next succeeding, as shown by said report, after deducting moneys on hand for the purpose. The amount so levied and raised by tax, when so collected, shall be paid over to the said commissioners, to be by them applied to the purpose for which it was so collected. And all money now in the hands of the supervisor of any town, or officer of any city or village, applicable to the payment of the principal of said bonds, or interest thereon, shall be, on demand, paid to such commissioners, and any money hereafter raised under the provisions of the act hereby amended, which by law is to be applied to the payment of said bonds, or interest thereon, shall, in like manner, be paid to said commissioners. But before any money shall be so paid to such commissioners, they shall severally execute to the town, city or village, and deliver to the town clerks of towns, or the clerk of cities or villages, a bond with two or more sureties in double the amount of the money to be so received by them,

as near as can be ascertained, conditioned for the proper and due disbursement of such money, and the proper accounting therefor, which bond shall be first approved by the supervisor, or the county judge, and by the mayor or president of cities or villages, and said bond shall be renewed annually.

§ 4. It shall be the duty of said commissioners to pay the principal and interest of said bonds at the maturity thereof, and on making such payments the bond or interest coupons paid shall be cancelled by said commissioners by cutting out a portion of said bonds or coupons; and a full record of all bonds and interest coupons paid and cancelled shall be kept by said commissioners, which record shall be at all times open to the inspection of the supervisor, members of the board of town auditors, and justices of the peace of towns, or the members of common councils or trustees of cities or villages; and said commissioners shall report in writing to the board of town auditors of towns, at their annual meeting, and to the common council or trustees of cities or villages, on the first day of April of each year, the date, number and amount of all bonds and interest coupons paid by them and cancelled during the past year, and since their last report, and shall, at the same time, produce and deliver to the said town auditors, common council or trustees, the bonds and interest coupons cancelled by them, taking a receipt therefor, which shall set forth the date, number and amount of each bond or coupon. Said commissioners, at the time of making such report, shall also file with the town clerk of towns, and clerk of cities and villages, a duplicate thereof. The said town auditors and the common council or trustees as the case may be, shall indorse upon the report so received from the commissioners, that the bonds and interest coupons mentioned therein, duly cancelled, were received by them from the commissioners, if such is the case, and if all or any of them are not so received, so state in the indorsement. They shall then deposit said cancelled bonds and coupons with said report, in the office of the clerk of the county for safe keeping. Nothing in this act contained shall in any manner apply to or affect the town of Orleans, in the county of Jefferson, or any officer thereof, or any money raised by tax on the property therein, or to any bonds except such as were given under the act mentioned in the foregoing title.

§ 5. The provisions of this act shall not apply to the counties of Oswego, Madison, Erie, Orleans, Niagara and Genesee.

§ 6. This act shall take effect immediately.

## Chap. 44.

AN ACT to amend chapter three hundred and forty-four of the laws of eighteen hundred and seventy-seven, entitled "An act to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of towns."

PASSED March 4, 1878 ; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Section one of chapter three hundred and forty-four of the laws of eighteen hundred and seventy-seven, entitled "An act to authorize railroad corporations to pay commutation money for highway labor to the commissioners of highways of towns," is hereby amended so as to read as follows :

§ 1. Whenever any railroad corporation assessed in any town or road district for highway labor shall elect to commute therefor, as provided by law, such corporation shall pay the commutation money to the commissioner or commissioners of highways of such town, and such moneys shall be applied and expended in the improvement of the roads and building and maintenance of bridges in such town.

§ 2. This act shall take effect immediately.

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Chap. 261.

AN ACT to prevent accidents on railroads operated by steam power in the State of New York.

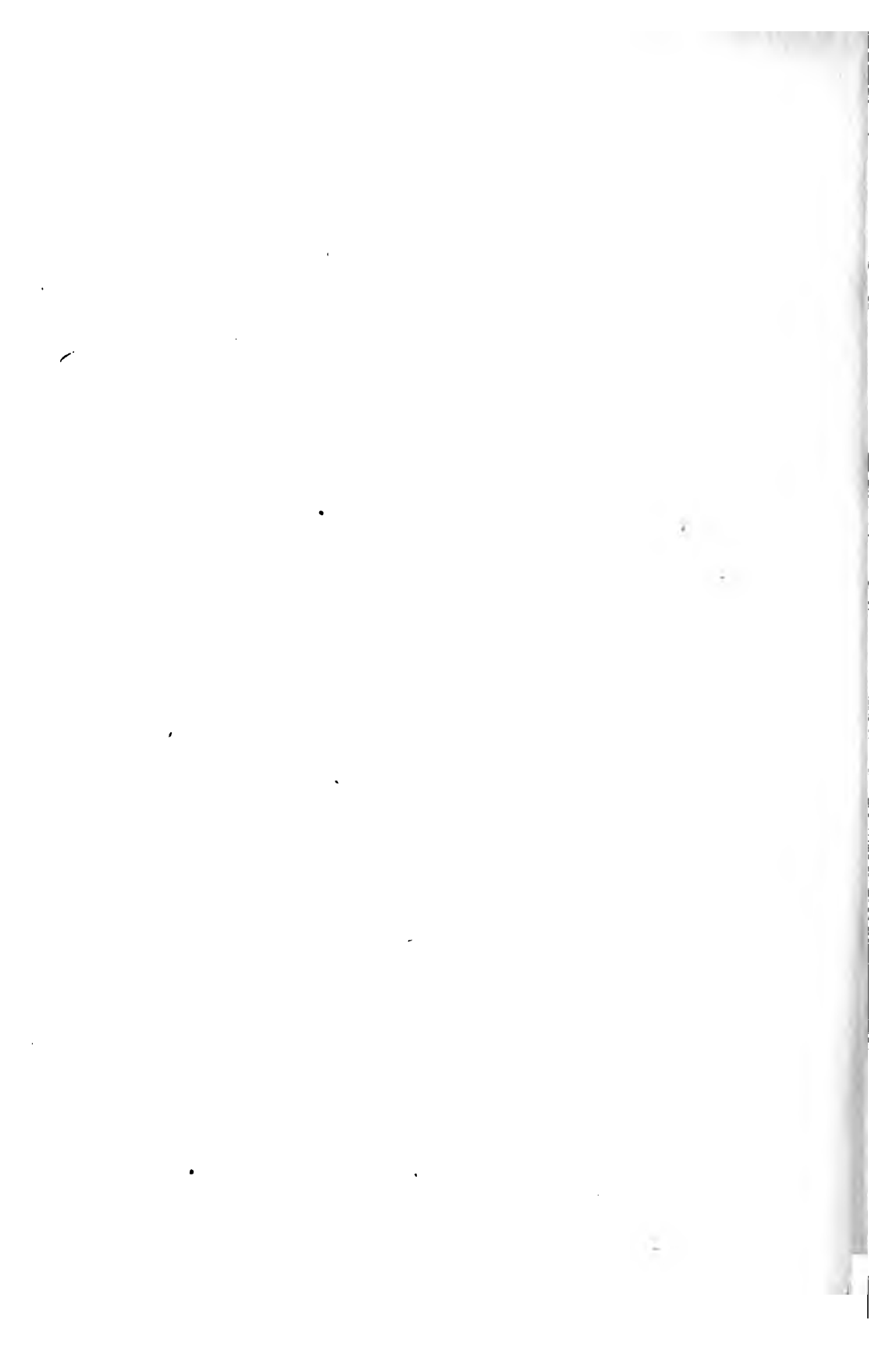
PASSED May 15, 1878 ; three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows :*

SECTION 1. Any person or persons who shall get on or off a freight car or engine while in motion, or who shall ride on any wood or freight car, unless employed by or with permission from the proper officers of such railroad, or the person in charge of such car or engine, shall be deemed guilty of a misdemeanor, and shall be liable to a fine of twenty-five dollars or three months' imprisonment, or both fine and imprisonment.

§ 2. This act shall take effect immediately.





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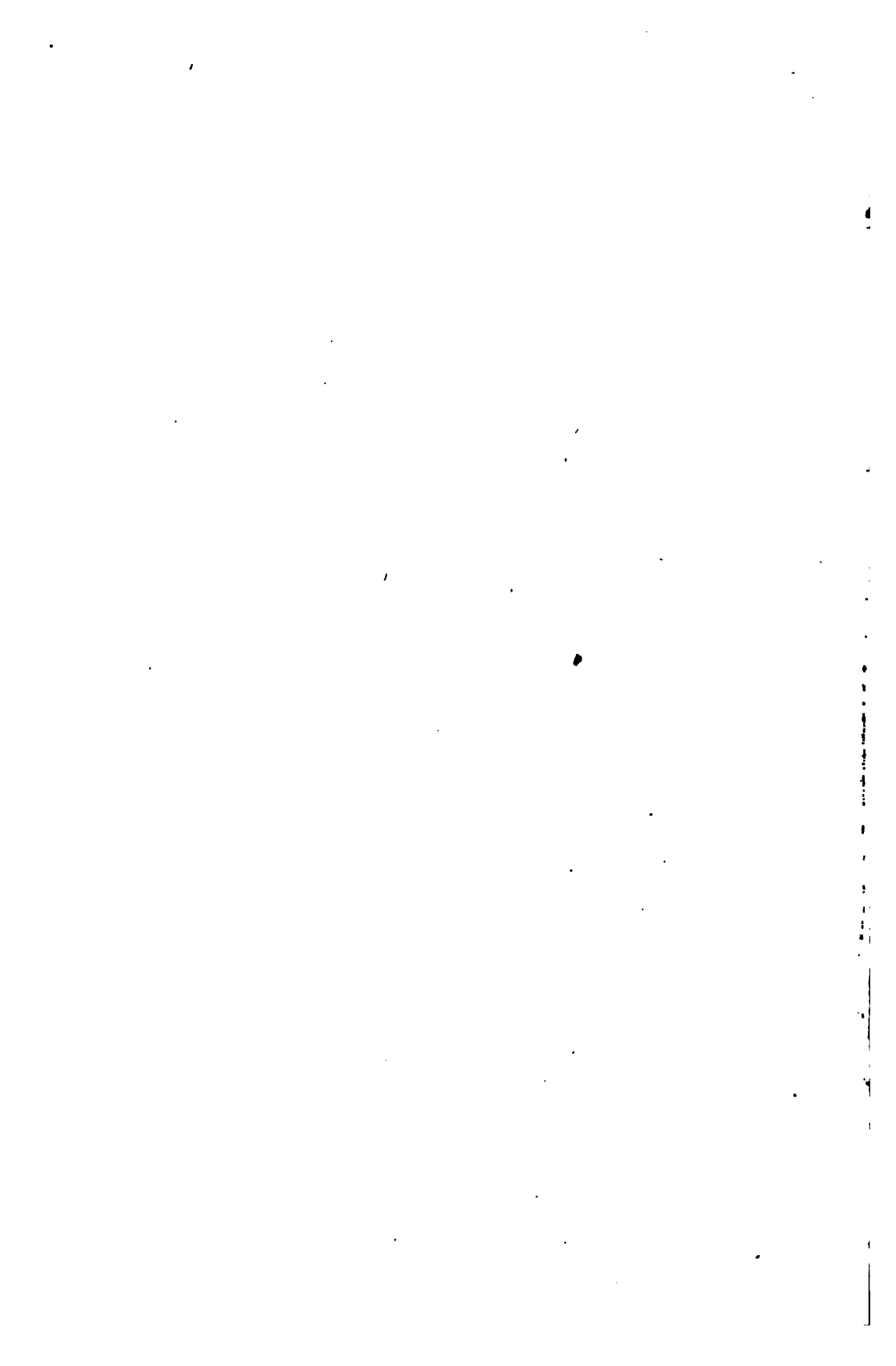
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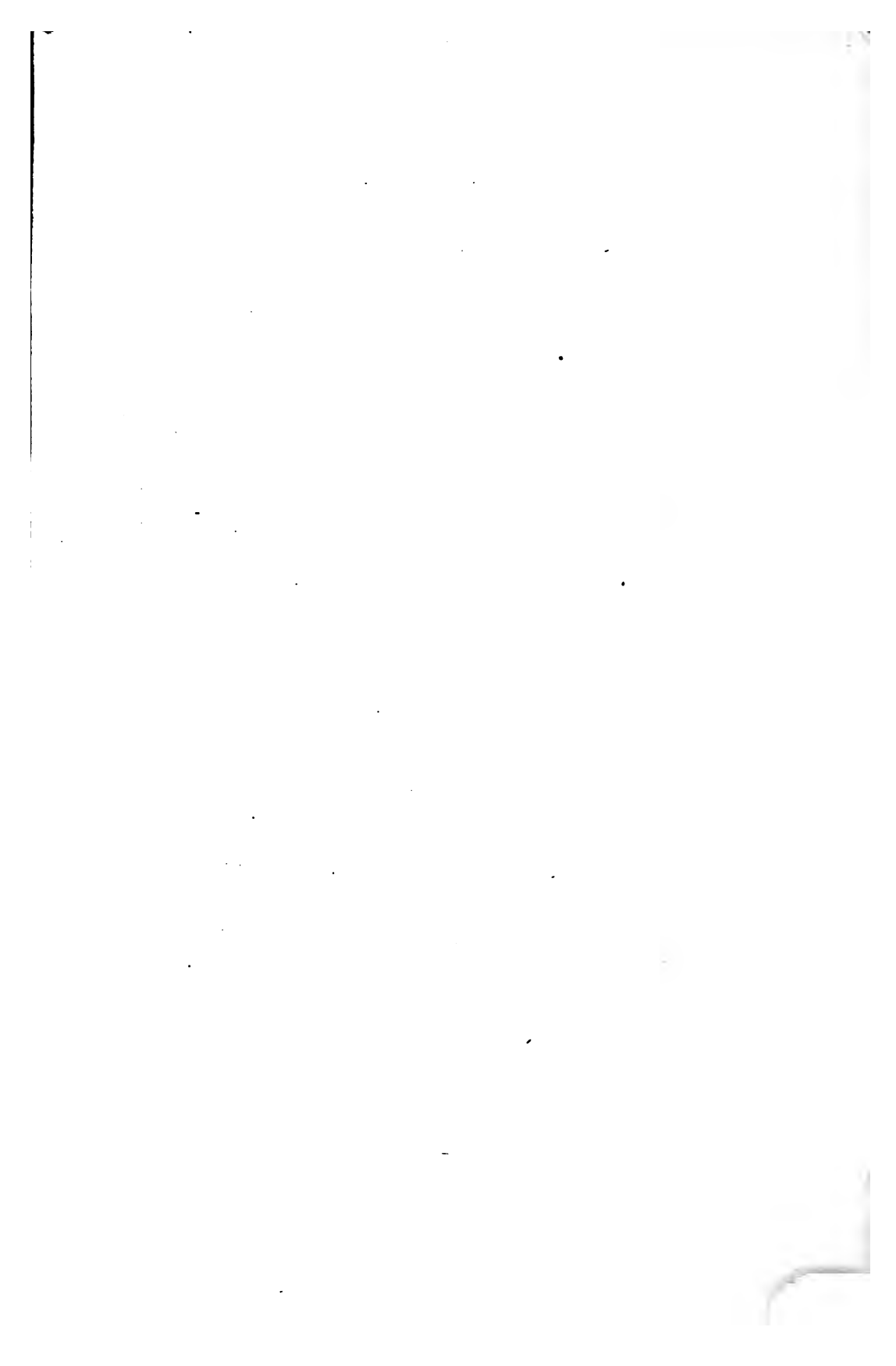
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